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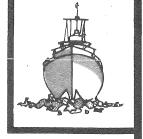


NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

AUG 2 4 1989

AIRCRAFT ACCIDENT REPORTS



HAB 89/10

BRIEF FORMAT U.S. CIVIL AND FOREIGN AVIATION ISSUE NUMBER 3 OF 1988 ACCIDENTS





UNITED STATES GOVERNMENT



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16.Abstract		
1988. Approximately 200 in this publication repr irregularly, normally ei	and foreign aviation operation D General Aviation and Air Carr resent a random selection. The ighteen times each year. The l circumstances and probable caus	rier accidents contained is publication is issued Brief Format represents
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NTSB Form 1765.2 (Rev. 9/74)

FOREWORD

The National Transportation Safety Board, in accordance with the provisions of Title VII of the Federal Aviation Act of 1958 (as amended) and Section 304(a) of the Independent Safety Board Act of 1974, has determined the probable cause(s) of the accidents reported herein.

This publication is issued sixteen (16) times per year and contains approximately 200 U.S. and foreign aircraft accident/incident reports arranged in state and date order.

The enclosed computer briefs are the reports of the National Transportation Safety Board and thereby subject to the limitations of 49 USC 1441(e) which states:

> "No part of any report or reports of the Board, relating to any accident or the investigation thereof, shall be admitted as evidence or used in any suit or action for damage growing out of any matter mentioned in such report or reports."

In reading these reports, it should be borne in mind that they are produced directly from records on magnetic disk by electronic data processing equipment. Due to spacing limitations a number of abbreviations are utilized in the narrative section. Therefore, caution should be exercised in reading this section on the Briefs of Accidents.

Collisions between aircraft are treated as one accident. An analysis is done on each aircraft involved in a collision. This produces two aircraft accident records per accident. Consequently, when compiling information on accidents involving collisions between aircraft, the number of accident records will exceed the number of accidents.

The Briefs of Accidents contain the essential information which fulfill most requirements of persons using these reports. However, for those having a need for more detailed information, the original factual reports are on file in the Washington Office of the National Transportation Safety Board. Upon request, these reports will be produced commercially for a fee to cover reproduction and postage. The cost will be assessed per printed page and photograph(s) reproduced.

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DEFINITIONS

The following definitions contained in CFR 49, Part 830, Paragraph 830.2 apply when used in this publication.

Aircraft Accidents

An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, and in which any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or in which the aircraft receives substantial damage.

Fatal Injury

Any injury which results in death within 30 days of the accident.

Serious Injury

Any injury which 1) requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received; 2) results in a fracture of any bone (except simple fractures of fingers, toes, or nose); involves lacerations which cause severe hemorrhages, nerve, muscle, or tendon damage; 4) involves injury to any internal organ; or 5) involves second or third degree burns affecting more than 5 percent of the body surface.

<u>Substantial</u> Damage

1) Except as provided in subparagraph (2) of this paragraph, substantial damage means damage or structural failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component. 2) Engine failure, damage limited to an engine, bent fairings or cowling, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered "Substantial Damage" for the purpose of this part.

OCCURRENCE

Occurrence relates to the immediate circumstance of the event. Occurrences are numbered in descending order and directly relate to the phase of operation. Some examples of occurrences are as follows:

Gear Collapsed

Collapse of the landing gear due to mechanical failure other than malfunction of the retracting mechanism.

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

The type of operating certificate/type of operation refers to the purpose for which the aircraft is being operated at the time of the accident. This type of operating certificate is broken into two categories. These categories are:

1. <u>GENERAL</u> AVIATION

This operating certificate refers to operations involving U.S. and foreign aircraft owned and operated by persons, businesses, corporations, et cetera. This category also includes public use aircraft.

To further define General Aviation operations we have classified the following:

<u>Personal</u>

Flying by individuals in there own or rented aircraft for pleasure, or personal transportation not in furtherance of their occupation or company business.

Business

The use of aircraft by pilots (not receiving direct salary or compensation for piloting) in connection with their occupation or in the furtherance of a private business.

<u>Corporate/Executive</u> Operations

The use of aircraft owned or leased, and operated by a corporation or business firm for the transportation of personnel or cargo in furtherance of the corporation's or firm's business, and which are flown by professional pilots receiving a direct salary or compensation for piloting.

Instructional Flying

Refers to flying accomplished in supervised training under the direction of an accredited instructor.

Other Flying

Includes other kinds of flying not covered under the other broad categories. In some instances the criterion of direct financial return may or may not be present.

2. <u>AIR CARRIER</u>

This operating certificate refers to all operations conducted for direct financial return except instructional flying. It includes Domestic/Flag Air Carriers, Supplemental Air Carriers, All Cargo Air Service Air Carriers, Commercial Operators, Air Travel Club, and Corporate (14 CFR 125) operations. Also included in this category are Commuter Air Carrier and On-Demand Air Taxi operations.

<u>Airframe/Component/System</u> Failure/Malfunction

Occurrences resulting from failure of any part of the airframe/component/system while in flight or in motion on the ground. Excludes failure resulting from contact with another airplane or object, or impact with the ground, or damage from landing gear collapse or retraction.

<u>Powerplant</u> - Loss of Power

Occurrences of engine failure or malfunction for any reason. Includes engine stoppage, power interruption, or power loss, actual or simulated.

PHASE OF OPERATION

The phase of operation relates to the particular segment of the flight or occurrences during which the circumstances of the accident occur.

CAUSES AND RELATED FACTORS

In determining probable cause(s) of an accident, all facts, conditions and circumstances are considered. The object is to ascertain these cause-effect relationships in the accident sequence about which something can be done to prevent recurrence of the type of accident under consideration. Accordingly, for statistical purposes where two or more causes exist in an accident, each is recorded and no attempt is made to establish a primary cause. The term factor is used to denote those elements of an accident which further explain that or supplement the probable cause(s). Additional items are not categorized as cause or factors are indicated as findings. These items are of interest in the investigation, however, they do not relate directly to the cause of the accident.

BASIC WEATHER CONDITIONS

The types of weather conditions (VMC/IMC) are determined in accordance with the prescribed minima in Part 91 of the Federal Aviation Regulations. These minima pertain to the ceiling and visibility, in conjunction with the type of airspace at the accident site. Type of weather conditions are based on surface weather as determined from officially recognized sources. Weather conditions encountered in flight are not necessarily representative of the classifications VMC/IMC as carried under Weather Data.

FILE ORDER LISTING

ISSUE NUMBER 3

CALENDAR YEAR 1988

File Order Listing - Issue No. 3, 1988

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File Number	Aircraft Regist.	Date	Location	Aircr Make	aft Model	Injury Index	Page
402	906 1B	032888	ANCHORAGE, AK	CHAMPION	7EC	NONE	4
403	2924R	042388	LAS VEGAS, NV	CESSNA	310G	FATAL	296
404	209K	032088	WHITWELL, TN	SLINGSBY	DART T-51	SERIOUS	348
405	2747P	071188	NORTH POLE, AK	PIPER	PA-22	NONE	28
405	9102D	071188	NORTH POLE, AK	PIPER	PA-18	NONE	30
406	4177Z	041788	PALMER, AK	PIPER	PA-18-150	FATAL	6
407	20389	052688	PLAINWELL, MI	CESSNA	172M	NONE	236
408	5647Y	070988	EGEGIK, AK	MAULE	M6-235	FATAL	24
409	1773U	072388	KONGIGANAK, AK	CESSNA	207A	SERIOUS	46
410	55552	050588	LAKE VILLAGE, IN	PIPER	PA-28-140	NONE	224
411	7958H	071888	ILLIAMNA, AK	PIPER	PA-12	NONE	40
412	739QH	062988	HEALY, AK	CESSNA	172	NONE	14
413	15268	063088	HOOPER BAY, AK	PIPER	PA-32	NONE	16
414	9895L	060188	NIKOLAI CREEK, AK	GRUMMAN	AA-1B	NONE	12
415	842JT	051788	TOGIAK, AK	PIPER	PA-18	NONE	10
417	2608F	070588	VERO BEACH, FL	PIPER	PA-38-112	NONE	184
418	73947	061588	BENOIT, MS	BELL	47G3B-1	SERIOUS	252
419	75033	063088	ATLANTIC OCEAN, AO	PIPER	PA-32R-300	NONE	90
420	9829M	080888	COOPER LANDING, AK	CESSNA	207A	NONE	66
421	1925	071788	PALMER, AK	AIRCOMMAND	532 ELITE	NONE	38
422	65185	041788	NEAR CENTRAL, AK	AEROSPATIALE	SA315B	MINOR	8
423	7628Q	061388	FORT LAUDERDALE, FL	CESSNA	402B	NONE	174
424	6390U	060988	TAMPA, FL	CESSNA	T210R	MINOR	172
425	25516	053188	MARCO ISLAND, FL	CESSNA	152	NONE	168
426	74205	070488	FORT COLLINS, CO	BALLOON WORK	FIREFLY 8B	SERIOUS	150

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File Number	Aircraft Regist.	Date	Location	Aircr Make 	Aft Model	Injury Index	Page
427	38573	073088	PARSON, TN	BEECH	V35B	NONE	352
428	32062	081488	KWETHLUK, AK	PIPER	PA-32	NONE	74
429	3128G	071388	OAKRIDGE, OR	AEROSPATIALE	SA315B	SERIOUS	322
430	67679	070888	SEATTLE, WA	DEHAVILLAND	DHC-2	NONE	374
431	5045U	070288	NAKNEK, AK	CESSNA	206	FATAL	18
432	6524X	070688	BAKER, NV	CESSNA	210	NONE	300
433	55714	070588	JOSEPH, OR	KAMAN	HH43	SERIOUS	318
434	91419	062688	ATHOL, ID	I.C.ABRASO	IS-29D	FATAL	206
435	70SA	060588	RENO, NV	CESSNA	210	NONE	298
436	5258C	051788	CHEMULT, OR	HUGHES	369E	SERIOUS	314
437	8974H	072188	COLFAX, WA	SCHWEIZER	G164A	NONE	378
438	8109B	072388	COEUR D'ALENE, ID	CESSNA	172	MINOR	208
439	24995	072988	FT. LEWIS, WA	CESSNA	152	NONE	380
440	2748K	072088	EASTSOUND, WA	CESSNA	180K	MINOR	376
441	4842Y	052088	CLEMENTSVILLE, ID	PIPER	PA-25-260	NONE	202
442	1393R	060288	MALJAMAR, NM	GULFSTREAM A	AA-5A	FATAL	290
443	2Q	010788	UPLAND, CA	SMITH	DSA-1	MINOR	106
444	5104E	050188	QUINCY, CA	CESSNA	180B	NONE	126
445	6466P	040288	LONE PINE, CA	PIPER	PA-24-250	NONE	124
446	2074M	071988	PORTOLA VALLEY, CA	BEECH	76	FATAL	140
448	8514F	012888	STOCKTON, AL	BELL	204B	SERIOUS	82
449	2929R	030488	BOW, KY	BEECH	A36	FATAL	230
450	9570K	051188	TEMECULA, CA	STINSON	108-2	NONE	128
451	5504S	041788	FLORENCE, AZ	BELLANCA	8GCBC	NONE	98
452	34338	071788	SANTA TERESA, NM	CESSNA	177RG	NONE	294

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453	135E	070988	ERIE, CO	PIPER	PA-28R-201	NONE	152
454	732BR	051588	ST. GEORGE, UT	CESSNA	210L	NONE	360
455	618T	050188	RUIDOSO, NM	BEECH	H3 5	NONE	288
456	6059R	050188	LAS VEGAS, NM	CESSNA	172G	NONE	286
457	62243	070588	SIOUX FALLS, SD	SIKORSKY	S-58J	MINOR	342
458	60276	042988	SANDY RIDGE, NC	CESSNA	150J	NONE	272
459	295SZ	042288	CHESTER, SC	ROLLADEN SCH	LS-4	NONE	332
459	45BD	042288	CHESTER, SC	ROLLADEN SCH	LS-4	NONE	334
460	747JR	051188	SACRAMENTO, CA	BOEING	A75N1	NONE	130
461	8847X	042088	COOLIDGE, AZ	CESSNA	182D	NONE	100
462	8801Y	022788	MODESTO, CA	EAGLE	DW-1	MINOR	112
463	93769	071988	BETTLES, AK	CESSNA	185	NONE	42
464	4742E	071188	GEORGETOWN, AK	CESSNA	A185F	NONE	32
465	29148	072288	DILLINGHAM, AK	PIPER	PA-32-300	MINOR	44
466	493CA	072688	SAND POINT, AK	PIPER	PA-32	SERIOUS	48
467	7448V	021488	BIRMINGHAM, AL	MOONEY	M2OF	MINOR	84
468	757ZY	051188	NAUVOO, IL	CESSNA	152	SERIOUS	218
469	6126G	041788	PINCONNING, MI	CESSNA	150K	NONE	232
470	64508	040688	CHAMPAIGN, IL	CESSNA	172M	NONE	216
471	96010	032688	SALEM, IL	CESSNA	152	NONE	214
472	7377V	012388	BARRON, WI	BELLANCA	17-30	NONE	386
473	96865	052188	LA CROSSE, WI	CHAMPION	7GCBC	MINOR	388
474	6042E	042888	MILACA, MN	BEECH	K35	NONE	238
475	15372	050788	SAULT STE MARIE, MI	PIPER	PA-28-140	NONE	234
476	5658G	052788	GARY, IN	CESSNA	150K	MINOR	226

File Number	Aircraft Regist.	Date	Location	Aircr Make	aft Model	Injury Index	Page
477	81893	042188	PAHOKEE, FL	BEECH	E55	NONE	166
478	51HH	041588	DEFUNIAK SPRNGS, FL	HENDERSON	RV-4	SERIOUS	158
479	736AF	052988	AURORA, IL	CESSNA	R172K	NONE	220
480	5317K	060988	FAIRMONT, MN	CESSNA	172	NONE	242
481	49771	061988	WARROAD, MN	DEHAVILLAND	DHC2-MK I	MINOR	244
482	4917K	022388	KANKAKEE, IL	CESSNA	T210N	MINOR	212
483	66452	030188	CRANE, IN	CESSNA	150M	NONE	222
484	3818U	030688	KNOXVILLE, TN	BEECH	77	FATAL	344
484	60371	030688	KNOXVILLE, TN	CESSNA	150	FATAL	346
486	60358	042088	DELAND, FL	CESSNA	150J	NONE	164
487	434N	063088	ROANOKE, VA	TRAVEL AIR	D4D	NONE	362
488	31253	072488	WINDSOR, VA	BELLANCA	7GCAA	NONE	364
489	4305A	021888	GALION, OH	PIPER	PA-22-150	MINOR	306
490	2832J	020588	LODI, CA	CESSNA	A 188B	NONE	108
491	6785Y	021888	GOODYEAR, AZ	BEECH	F33A	NONE	96
492	7735	022188	NIXA, MO	BELL	47D1	FATAL	246
493	99373	040288	PALO ALTO, CA	ERCOUPE	415-C	MINOR	122
494	788G	040288	BOULDER, CO	BURKHART GRO	G103A	FATAL	142
495	6254G	013188	BARNWELL, SC	CESSNA	150K	SERIOUS	326
496	5115C	030988	NOME, AK	BEECH	B35	FATAL	2
497	88276	070988	QUARTZ CREEK, AK	BELLANCA	7GCBC	NONE	22
498	48055	071488	GALLUP, NM	CESSNA	152	NONE	292
499	4346B	071088	ANCHORAGE, AK	CESSNA	170B	NONE	_ 26
500	9487F	050788	MINNEAPOLIS, MN	HUGHES	269B	MINOR	240
502	9674P	051388	MOCKSVILLE, NC	PIPER	PA-18-150	NONE	276

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505	8644H	062288	COTTON PLANT, AR	GRUMMAN	G-164A	NONE	94
506	91371	041488	PAINESVILLE, OH	PIPER	PA-38-112	NONE	308
507	2255K	040488	MC CULLOUGH, AL	BEECH	M35	NONE	86
508	633BC	021488	WAKEMAN, OH	CESSNA	172P	NONE	304
509	29779	022088	BIG SPRING, TX	TAYLORCRAFT	BC12-D	FATAL	358
510	2032M	041788	FORT MYERS, FL	PIPER	PA-32-300	NONE	160
511	50945	061288	CARTHAGE, MS	CESSNA	150J	NONE	250
512	71035	080788	VERADALE, WA	CESSNA	182	NONE	382
513	7964H	080888	GALENA, AK	PIPER	PA-12	NONE	70
514	6893B	081588	ТОК, АК	PIPER	PA-18-150	NONE	76
515	8066C	080888	CHANDALAR RIVER, AK	PIPER	PA-18	NONE	68
516	95056	061988	COLDWATER, MS	CESSNA	152	MINOR	254
517	108HA	071888	CLEWISTON, FL	HILLER	UH-12E	NONE	186
518	4472D	051988	BULLHEAD CITY, AZ	BEECH	G-35	SERIOUS	102
519	128JM	030488	MERRITT ISLAND, FL	HUNTER	VELOCITY	SERIOUS	156
520	67446	052888	FORT COLLINS, CO	CESSNA	152	NONE	144
521	2460A	081788	YENTA GLACIER, AK	PIPER	PA-18-150	NONE	78
522	58AT	080988	KOTZEBUE, AK	ARTIC AIRCRA	S-1B2	FATAL	72
523	2387T	061488	VERO BEACH, FL	PIPER	PA-38-112	MINOR	176
524	8052G	011588	CAMDEN, AR	CESSNA	177RG	SERIOUS	92
525	5327D	072788	NORTHWAY, AK	CESSNA	180A	NONE	50
526	5135H	072788	KUSTATAN RIVER, AK	PIPER	PA-14	NONE	54
527	2212F	073088	PILOT POINT, AK	PIPER	PA-28-140	NONE	56
528	8580D	073188	VALDEZ, AK	PIPER	PA-18	NONE	58
529	1 192C	080288	DELTA JUNCTION, AK	PIPER	PA-18	NONE	60

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530	2723V	080588	CHIGNIK, AK	CESSNA	172	NONE	64
531	6659N	080488	WASILLA, AK	TAYLORCRAFT	15A	NONE	62
532	1089D	070888	KITOI BAY, AK	HUGHES	369D	NONE	20
533	8653Y	072788	ANCHORAGE, AK	PIPER	PA-18	NONE	52
534	34GK	050388	WILKESBORO, NC	PIPER	PA-31-325	NONE	274
535	46836	051488	CHINO, CA	FAIRCHILD	M-62A-3	MINOR	132
536	2952A	031388	CORONA, CA	CESSNA	180	NONE	116
537	25732	021088	VAN NUYS, CA	PIPER	PA-38-112	MINOR	110
538	2243W	062488	TERRY, MT	BELL/SOLOY	47G	SERIOUS	264
539	8371T	061988	BOSTON, GA	CESSNA	175C	MINOR	198
540	5705Q	060488	HARTWELL, GA	MOONEY	M-20	NONE	196
541	81940	061388	WESTCLIFFE, CO	HALL	HP-18	NONE	148
542	268NA	011588	FLORENCE, SC	PIPER	PA-44-180	NONE	324
543	92725	032288	SEVIERVILLE, TN	BEECH	C23	FATAL	350
544	9990P	071888	BUCHANAN, ND	PIPER	PA-36-285	NONE	282
545	4970J	062288	BIG TIMBER, MT	CESSNA	T188C	MINOR	262
546	66SL	051488	MERCED, CA	PIPER	PA-34-200T	NONE	136
547	74T	051488	MIDDLETOWN, CA	SLINGSBY	T59D KESTR	NONE	134
548	917WP	030888	CHIND, CA	PAGE	LONG EZ	MINOR	114
549	32Y	052188	PASO ROBLES, CA	ROBINSON	R22	NONE	138
550	8284G	081688	OAK CITY, NC	CESSNA	A 188B	NONE	278
551	25057	070288	MARATHON, FL	CESSNA	152	NONE	182
552	2197K	072588	SANFORD, FL	PIPER	PA-44-180	NONE	188
553	9369M	072688	PUNTA GORDA, FL	MOONEY	M-20E	NONE	190
554	17795	061888	BELLEVUE, WA	BEECH	58P	MINOR	370

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555	5427A	030188	BURNS, OR	CESSNA	T210N	MINOR	312
556	5982G	080188	SELBYVILLE, DE	CESSNA	150K	NONE	154
557	3709X	010288	MINEOLA QUITMAN, TX	AERO COMMAND	100-180	MINOR	356
558	62771	070188	EAST HAMPTON, NY	PIPER	PA-23-250	SERIOUS	302
559	2322F	041888	MCDAVID, FL	PIPER	PA-38-112	NONE	162
560	4029R	053188	GRETNA, FL	HILLER	UH-12E	NONE	170
561	59368	031488	ARVIN, CA	BELL	UH-1B	MINOR	120
562	2720F	042188	RAPID CITY, SD	CESSNA	182J	FATAL	336
564	2RE	062988	SKYKOMISH, WA	CESSNA	150F	FATAL	372
565	97 19G	010288	WOODSTOCK, GA	NORTH AMERIC	T-28C	FATAL	192
566	915TW	011988	HICKMAN, KY	DOUGLAS	DC-9-82	SERIOUS	228
567	4108C	060688	COLLINSVILLE, OK	STINSON	108-3	FATAL	310
568	8205	050588	LAWRENCEVILLE, GA	PIPER	PA-28-161	NONE	194
569	4379A	061588	LAKE WALES, FL	PIPER	PA-32R-301	NONE	178
570	5244F	031688	MYRTLE BEACH, SC	CESSNA	172F	NONE	328
571	704MN	062788	DAVISVILLE, FL	CESSNA	150M	NONE	180
572	9086T	081088	VALLEY PARK, MS	TOMCAT	MK-5A	MINOR	256
573	2344U	081188	TUPELO, MS	CESSNA	172D	NONE	258
574	4233E	041688	BARNWELL, SC	PIPER	PA-38-112	NONE	330
575	8819L	082288	LA GRANGE, NC	PIPER	PA-25-235	NONE	280
576	25265	030288	STATESVILLE, NC	CESSNA	152	NONE	268
577	69WW	080788	TETERBORO, NJ	SIKORSKY	S-76A	NONE	284
578	87JP	031488	ANTIOCH, CA	PAXTON	RV-3A	SERIOUS	118
579	999HP	060188	ENGLEWOOD, CO	CESSNA	TR-182RG	SERIOUS	146
581	31DJ	051288	CUT BANK, MT	JUDGE	Q2	NONE	260

	File lumber	Aircraft Regist.	Date	Location	Aircr Make	Model	Injury Index	Page
	582	8802Z	060488	FERNEY, SD	EAGLE	DW-1	SERIOUS	340
	583	2123Z	060188	GETTYSBURG, SD	CESSNA	180	NONE	338
	584	1299L	082688	LAKESIDE, MT	LAKE	LA-4-200	NONE	266
	585	223RD	080288	ASHLAND CITY, TN	VAN	RV-4	FATAL	354
	586	7233V	081388	REDBUD, GA	INTERMOUNTAI	CALLAIR A-	NONE	200
	587	8880R	040888	BOONE, NC	BELLANCA	14-19-3A	FATAL	270
	588	55CX	071588	WRANGELL, AK	DE HAVILLAND	DHC-3	NONE	36
	589	64398	081888	SITKA, AK	DEHAVILLAND	DHC-2 MARK	FATAL	80
	590	5923F	062488	BEND, OR	CESSNA	210G	SERIOUS	316
•	591	7112E	061788	ATHOL, ID	CESSNA	182B	MINOR	204
	592	90134	060388	OLYMPIA, WA	CESSNA	175	NONE	368
	593	736KG	041088	WALLA WALLA, WA	CESSNA	172XP	NONE	366
	594	2936	082788	BREMERTON, WA	LATHAM ALCO	COUPE	NONE	384
	595	- 3PH	080688	HALLEY, ID	BEECH	K-35	NONE	210
	596	18823	071288	THE DALLES, OR	BEECH	C23	MINOR	320
	597	8620C	071388.	HAINES, AK	ENSTROM	F-28F	NONE	34
	598	4712D	032588	PRESTON, MO	CESSNA	152	NONE	248
	599	48438	051688	CLANTON, AL	GRUMMAN	G164A	NONE	88
	600	904Q	052988	PHOENIX, AZ	BEECH	H-35	FATAL	104

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AIRCRAFT ACCIDENT REPORTS BRIEF FORMAT U.S. CIVIL AND FOREIGN AVIATION ISSUE NUMBER 3 OF 1988 ACCIDENTS

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 496 3/09/88 NO	ME,AK	A/C Reg. No. N				- 23477	45I
Basic Information					T		
[•] Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Damage DESTROYED		Fatal	Injur Serious	nes Minol	r None
Type of Operation -PERSONAL		Fire	Crew		. 0	0	
Flight Conducted Under -14 CFR 91		NONE	Pass	0	· Õ	0	0
Accident Occurred During -CRUISE							
-Aircraft Information							
Make/Model - BEECH B35	Eng Make/Ma	del - CONTINENTAL	E-185-8	ELT	Installed/#	Ctivate	ed - NO -N//
Landing Gear - TRICYCLE-RETRACTABLE	Number Eng	ines - 1		Sta	11 Warning S	System ·	- YES
Max Gross Wt - 2650		≥ - RECIPROCATI	NG-CARBURETO	२			
No. of Seats - 4	Rated Power	r - 185 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Departu			OFF A	IRPORT/STRIF	>	
Method - ACFT RADIO	MCGRATH, A	<			_		
Completeness - UNK/NR	Destination		Air	rport l	Data		
Basic Weather - VMC	NOME, AK			Dumun	. Talaut		
Wind Dir/Speed- 020/020 KTS Visibility - 7.0 SM	ATC/Airspace				y Ident - v Lth/Wid -	•	
Lowest Sky/Clouds - N/A		ght Plan - VFR			y Surface -		
	VERCAST Type of Clea				y Status -	•	
Obstructions to Vision- NONE		ndg - NONE		Kanwa	y Status	N/ A	
Precipitation - NONE							
Condition of Light - NIGHT(DARK							
-Personnel Information							
Pilot-In-Command	Age - 43	Medical	Certificate -	- VALII	D MEDICAL-NO	WAIVER	RS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re Current	eview	Flight 1				
COMMERCIAL, FLT ENG	Current	-NO Tota	- 360	00	Last 24	Hrs -	UNK/NR
SE LAND, ME LAND	Months Since	- UNK/NR Make	/Model- UNK/M rument- UNK/M	NR	Last 30) Days-	UNK/NR
	Aircraft Type	-UNK/NR Inst	rument- UNK/M	١R	Last 90) Days-	100
		Mult	i-Eng - UNK/N	NR	Rotorcr	aft -	UNK/NR
Instrument Rating(s) - AIRPLANE							

THE AIRCRAFT SUSTAINED AN IN-FLIGHT BREAKUP DURING THE ENROUTE PHASE OF THE FLIGHT. THE LEFT FITTING THAT SECURES THE FRONT SPARS OF THE STABILIZERS TO THE FUSELAGE REVEALED THE PRESENCE OF PRE-EXISTING FATIGUE CRACKING. THE INITIAL SEPARATION OF THE LEFT STABILIZER WAS INDICATIVE OF AN UPWARD FAILURE, WITH THE INITIAL SEPARATION IN THE FRONT SPAR. THE PILOT WAS A CERTIFIED A&P MECHANIC. NO PILOT OR AIRCRAFT LOGS WERE RECOVERED. NO EVIDENCE WAS FOUND INDICATING MAINTENANCE BEING PERFORMED BY PERSONS OTHER THAN THE PILOT.

File No 4	96 3/09/88	NOME, AK	A/C Reg. No. N5	1115C	Time (Lc1) - 2347 AST	
Occurrence #1 Phase of Operation	-	NT/SYSTEM FAILURE/	MALFUNCTION			
3. STABILIZER - SE	PECTION OF AIRCRAF PARATION ECORDKEEPING - IMP ON - GUSTS	,				
Occurrence #2 Phase of Operation	CRUISE					
Occurrence #3 Phase of Operation			ATER			
Probable Cause					······································	
The National Transpo is/are finding(s) 1,		rd determines that	the Probable Cause(s) of	this accident		

Factor(s) relating to this accident is/are finding(s) 4,5,6

Brief of Accident (Continued)

PAGE 3

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA	_ AVIATION) Airc	raft Damage			Inju	ries	
		STANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL	Fire	2	Crew	0		0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NON	IE	Pass	0	0	0	1
Aircraft Information Make/Model - CHAMPION 7EC	Eng Moke (Medel			 		Activeted	
Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Model – Number Engines –	· 1	50-12F	CLI 1 +	all Warni	ng System	- 163/N
Max Gross Wt - 1450	Engine Type -					ng system	
No. of Seats - 2	Rated Power						
nvironment/Operations Information							
leather Data	Itinerary			Airport P			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Po	oint		ON AIRS	TRIP		
Method - N/A Completeness - N/A	WILLOW,AK Destination			Airport Da	**		
Basic Weather - VMC	SAME AS ACC/INC	`		MERRILL			
Wind Dir/Speed- UNK/NR	SAME AS ACC/INC	,			Ident	- 33	
Visibility - 70.0 SM	ATC/Airspace					- 2469/	50
Lowest Sky/Clouds - CLEAR	Tune of Clickhet DI	an - NONE				- ASPHALT	
Lowest Ceiling - NONE	Type of Flight Pl Type of Clearance	- NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC P	ATTERN				
Precipitation - NONE Condition of Light - DAYLIGHT							
Condition of Light - DAYLIGHT							
Personnel Information	1 ma 50	Madiaal Co.					
Pilot-In-Command Certificate(s)/Rating(s)	Age - 59 Biennial Flight Review	Medical Cel	Flice	e - VALID	MEDICAL-W	AIVER5/LIM	111
PRIVATE	Current - YES	Total	-	364	last 2	4 Hrs -	2
SE LAND, SE SEA	Months Since - 17	Make/M	odel-	266	Last 3		2
	Months Since - 17 Aircraft Type - C-1	72 Instru	ment-	0	Last 9	0 Days-	8
Instrument Rating(s) - NONE							
larrative							

Brief of Accident (Continued)

-

File No 4	02 3/28/88 ANCHORAGE,AK	A/C Reg. No. N9061B	Time (Lc1) - 1530 ADT
Occurrence #1 Phase of Operation	LOSS OF CONTROL - ON GROUND Landing - Roll		
2. SELF-INDUCE 3. BRAKES(NORMAL)	I - IMPROPER - PILOT IN COMMAND) PRESSURE - PILOT IN COMMAND IMPROPER USE OF - PILOT IN COMMAND ENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN	COMMAND	
Occurrence #2 Phase of Operation	DRAGGED WING, ROTOR, POD, OR FLOAT Landing - Roll		
Occurrence #3 Phase of Operation	ON GROUND COLLISION WITH OBJECT LANDING - ROLL		
Finding(s) 5. OBJECT - FENCE			
Probable Cause	-		
The National Transpo is/are finding(s) 3	tation Safety Board determines that the Prob	able Cause(s) of this accide	ent

Factor(s) relating to this accident is/are finding(s) 1,2,4

-

Brief of Accident

File No 406 4/17/88 PALMER,AK	A/C Re	eg. No. N4177Z	т	ime (Lcl) -	1520 ADT	
Basic Information Type Operating Certificate-NONE (GENERAL AV Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF - GROUND	SUBSTAN Fire NONE	t Damage NTIAL Crew Pass	Fatal 1 O	Injur Serious O O		None . O O
Àircraft Information Make/Model - PIPER PA-18-150 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1625 No. of Seats - 2	Eng Make/Model - LY(Number Engines - 1 Engine Type - RE(Rated Power -		S	Installed/A tall Warnin		•
 Ferror Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 140/010 KTS Visibility - 40.0 SM Lowest Sky/Clouds - 1000 FT SCATTERE Lowest Ceiling - 10000 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT 	Type of Clearance	NONE	OFF AI Airport D FARM F Runway Runway Runway Runway	IELD Ident - Lth/Wid - Surface -	N/A N/A	?F
Personnel Information Pilot-In-Command Age Certificate(s)/Rating(s) Bie PRIVATE SE LAND	- 33 nnial Flight Review Current - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR	Total - Make/Model- UN	t Time (Ho 280 K/NR	ours) Last 24 Last 30		

<u>.....</u>

Instrument Rating(s) - NONE

----Narrative----

THE PILOT-IN-COMMAND WAS A CERTIFICATED AIRFRAME AND POWERPLANT MECHANIC WHO WAS WORKING ON THE AIRPLANE. THE OWNER STATED THAT THE MECHANIC WAS NOT AUTHORIZED TO FLY THE AIRPLANE. THE PILOT'S BROTHER STATED HE HAD JUST DISEMBARKED FROM THE AIRPLANE AFTER A SHORT FLIGHT. HE WATCHED THE TAKEOFF AND SAID THAT THE AIRPLANE LIFTED OFF ABRUPTLY AND ALMOST STRUCK A METAL MARKING STAKE. HE SAID THE AIRPLANE CLIMBED BRIEFLY, THEN ENTERED A STEEP RIGHT BANK THEN THE AIRPLANE'S NOSE FELL AND THE AIRPLANE CRASHED.

Brief of Accident (Continued)

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File No 4	06 4/17/88	PALMER, AK	A/C Reg. No. N4177Z	Time (Lc1) - 1520 ADT
Occurrence #1 Phase of Operation				
4. STALL/SPIN - IN	MAINTAINED - PILOT ENT EXPERIENCE - P Advertent - Pilot	IN COMMAND ILOT IN COMMAND	T IN COMMAND	
Occurrence #2 Phase of Operation		ROLLED	ATER	
Probable Cause				
The National Transpo is/are finding(s) 1,		rd determines that	the Probable Cause(s) of this accide	ent

Factor(s) relating to this accident is/are finding(s) 3

Brief of Accident

Type Operating Certificat		AIR TAXI Ai	nonoft Domogr	_		Injur	ioc	
., Fe e Fer	LE-UN-DEMAIND /		UBSTANTIAL	=	Fatal			None
Type of Operation	-BUSTNESS		re	Crew	0	0	1	0
Flight Conducted Under			ONE	Pass	ŏ	ŏ	ò	ŏ
Accident Occurred During			0.112	Other	õ	õ	1	-
Aircraft Information								
Make/Model - AEROSPATI	ALE SA315B	Eng Make/Model	- TURBOMECA	ARTOUSTE III	B ELT	Installed/A	ctivate	d - YES/YE
Landing Gear - SKID		Number Engines	- 1		S	tall Warnin	g Syste	m - NO
Max Gross Wt - 5070		Engine Type	- TURBOSHAFT	r				
No. of Seats - 5		Rated Power						
Environment/Operations Info								
Weather Data Wx Briefing - UNK/NR		Itinerary				Proximity		
Wx Briefing - UNK/NR		Last Departure	Point		OFF AI	RPORT/STRIP		
Method - UNK/NR		SAME AS ACC/I	NC			,		
Completeness - UNK/NR		Destination		4	Airport Da	ata		
Basic Weather - VMC		LOCAL						
Wind Dir/Speed- 005/010) KTS				Runway	Ident -	N/A	
Visibility - 60.0	SM	ATC/Airspace			Runway	Lth/Wid -	N/A	
		ATTERED Type of Flight	Plan - NONE		Runway	Surface -	N/A	
Lowest Ceiling -	NONE	Type of Clearan	ce - NONE		Runway	Status -	N/A	
Obstructions to Vision-		Type Apch/Lndg	- NONE					
Precipitation -	- NONE							
Condition of Light -	DAYLIGHT							
Personnel Information								
Pilot-In-Command		Age - 45		l Certificate			IVERS/L	IMIT
Certificate(s)/Rating(s))	Biennial Flight Revie	W	Flight	t Time (Ho	ours)		_
COMMERCIAL, ATP, CFI		Current - Y	ES Tot	tal - 10	923	Last 24		
SE LAND, ME LAND		Months Since - 1	2 Mak	<e mode1-<="" td=""><td>699</td><td>Last 30</td><td></td><td></td></e>	699	Last 30		
HELICOPTER		Months Since - 1 Aircraft Type - U	NK/NR Ins	strument-	326	Last 90		
			Mul	lti-Eng -	33	Rotorcr	aft -	10710

Brief of Accident (Continued)

File No. - 422 4/17/88 NEAR CENTRAL, AK A/C Reg. No. N65185 Time (Lcl) - 1750 ADT _____ Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation STANDING - ENGINE(S) OPERATING Finding(s) 1. REFUELING - ATTEMPTED - PILOT IN COMMAND 2. JUDGEMENT - POOR - PILOT IN COMMAND 3. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND 4. RELINQUISHING OF CONTROL - INTENTIONAL - PILOT IN COMMAND 5. TERRAIN CONDITION - LOOSE OBJECTS _____ Occurrence #2 ROLL OVER Phase of Operation STANDING - ENGINE(S) OPERATING ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information					•		
Type Operating Certificate-NONE (GENERA		ircraft Damage SUBSTANTIAL		Fatal	Injur Serious		n None
Type of Operation -BUSINESS		ire	Crew				
Flight Conducted Under -14 CFR 91		NONE	Pass	õ	0 0	ŏ	
Accident Occurred During -TAKEOFF				-		-	
-Aircraft Information							
Make/Model - PIPER PA-18		- LYCOMING 0-32	20		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED					itall Warnir	ng Syste	em – NO
Max Gross Wt - 1750		- RECIPROCATING	G-CARBURE	TOR			
No. of Seats - 2	Rated Power	150 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure			OFF AI	RPORT/STRIF)	
Method - N/A	TONGUE POINT	, АК					
Completeness - N/A Regin Weather NMC	Destination			Airport D	ata		
Basic Weather - VMC Wind Dir/Speed- LIGHT AND VARIABLE	TOGIAK,AK			Dupus	Idant	N/A	
Visibility - 25.0 SM	ATC/Airspace				/Ident - /Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONE			Surface -		
Lowest Ceiling - NONE	Type of Cleara	nce - NONE			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP	,	it di ma j	010100		
Precipitation - NONE	·) F = · · F = · · · j = · · · · · · · · · · · · · ·						
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 24 Biennial Flight Revie Current - V	Medical Ce	ertificat	e - VALIC	MEDICAL-NO	WAIVE	RS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Revie	ew .	Fligh	t Time (H	lours)		
	Current - Y	ES Total	· -	1400	Last 24		
SE LAND, SE SEA	Months Since - l						
	Aircraft Type - (C-150 Instru	ment-	20	Last 90) Days-	100
Instrument Rating(s) - NONE							
-Narrative							

THE LANDING ROLL THE LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

DLLISION WITH OBJECT ROUND RUN			
DLLAPSED ARE/TOUCHDOWN			
	ENTIFIED - PILOT IN COMMAND N - INADEQUATE - PILOT IN C ULLAPSED ARE/TOUCHDOWN	ENTIFIED - PILOT IN COMMAND N - INADEQUATE - PILOT IN COMMAND	NENTIFIED - PILOT IN COMMAND N - INADEQUATE - PILOT IN COMMAND

is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENER		craft Damage			Ini	uries	
Type operating certificate-woke (dener		BSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fir	e	Crew	0	0 0	0	1
Flight Conducted Under -14 CFR 91	NO	NE	Pass	0	0	o	1
Accident Occurred During -TAXI							
-Aircraft Information							• .
Make/Model - GRUMMAN AA-1B	Eng Make/Model					/Activated	
Landing Gear - TRICYCLE-FIXED	Number Engines			St	all Warn:	ing System	- YES
Max Gross Wt - 1560	Engine Type		G-CARBURET	OR			
No. of Seats - 2	Rated Power	- 108 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport F	roximity		
Wx Briefing - FSS Method - UNK/NR	Last Departure P	oint		ON AIRS	TRIP		
Method - UNK/NR	PALMER, AK						
Completeness - UNK/NR	Destination		Α	irport Da			
Basic Weather - VMC	SAME AS ACC/IN	С		DIRT RO			
Wind Dir/Speed- LIGHT AND VARIABLE					Ident		
Visibility - 50.0 SM	ATC/Airspace					- UNK/NR	
Lowest Sky/Clouds - CLEAR	Type of Flight P	lan - VFR			Surface		
Lowest Ceiling - NONE	Type of Clearanc	e - NONE		Runway	Status	- UNK/NR	
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STO	5				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 30	Medical Co				WAIVERS/LIN	11T
Certificate(s)/Rating(s)	Biennial Flight Review	,	Flight	Time (Ho	ours)		
PRIVATE	Current - YE	S Total	-	127	Last	24 Hrs -	1
SE LAND	Months Since - 1	Make/I	Nodel- UNK	/NR	Last	30 Days-	12
	Months Since - 1 Aircraft Type - AA	-18 Instru	ument-	0	Last	90 Days-	16
Instrument Rating(s) - NONE						·	
Narrative							
LOT REPORTED THAT HE WAS ATTEMPTING TO T	AVI OFF THE DIDT DOAD TH				STTE TN		
OF ALASKA, WHEN THE AIRPLANE'S LEFT MAI							
THE ROAD INTO A DITCH.	IN LANDING GLAR WHEEL BEC	AND MIKED IN A	JUL 3FUI	. THE AIR	UNAL F VE		
THE ROAD INTO A DITCH.							

Brief of Accident (Continued)

Occurrence #1 ON GROUND Phase of Operation TAXI - FR Finding(s) 1. TERRAIN CONDITION - SOFT 2. UNSUITABLE TERRAIN - ENC 3. PROPER ASSISTANCE - NOT OB 4. LACK OF TOTAL EXPERIEN	OM LANDING OUNTERED - PILOT IN (TAINED - PILOT IN COM	OMMAND	
1. TERRAIN CONDITION - SOFT 2. UNSUITABLE TERRAIN - ENC 3. PROPER ASSISTANCE - NOT OB 4. LACK OF TOTAL EXPERIEN	TAINED - PILOT IN COM	MAND	
6. TERRAIN CONDITION - DITCH	MAINTAINED - PILOT IN		
Occurrence #2 MAIN GEAR Phase of Operation TAXI - FR			
Probable Cause		·	

is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4,6

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National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENEI		craft Damage			Ini	uries	
Type operating certificate hone (dener		BSTANTIAL		Fatal	Serious		None
Type of Operation -PERSONAL	Fir		Crew	0	0		1
Flight Conducted Under -14 CFR 91	NO	NE	Pass	0	0	0	0
Accident Occurred During -LANDING							
-Aircraft Information							
Make/Model - CESSNA 172		- LYCOMING 0-320					d - YES/NO
Landing Gear - TRICYCLE-FIXED					tall Warn	ing Syste	m - YES
Max Gross Wt - 2300		- RECIPROCATING-	CARBURE	TOR			
No. of Seats - 4	Rated Power	- 160 HP					
-Environment/Operations Information	_		· ·		_		
Weather Data	Itinerary			•	Proximity		
Wx Briefing - FSS Method - IN PERSON	Last Departure P	oint		ON AIR	STRIP		
Method - IN PERSON Completeness - UNK/NR	FAIRBANKS,AK Destination			Airport D	9+9		
Basic Weather - VMC	SAME AS ACC/IN	C			E STRIP		
Wind Dir/Speed- VARIABLE/015 KTS	5AME A5 A00/11	•			Ident	- UNK/NR	
Visibility - 35.0 SM	ATC/Airspace					- 1500/	
Lowest Sky/Clouds - CLEAR	Type of Flight P	1an - NONE				- GRASS/	
Lowest Ceiling - NONE	Type of Clearanc			Runway	Status	- WET	
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PA	TTERN				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 28	Medical Cer				WAIVERS/L	IMIT
Certificate(s)/Rating(s) COMMERCIAL,CFI	Biennial Flight Review Current - YE		-	nt Time (H	ours)	04 1100	1
SE LAND, ME LAND	Months Since - 5				Last	24 Hrs -	36
SE LAND, ME LAND	Aircraft Type - PA	-44 Instrum	ent-	111	Last	90 Days-	59
	All clait Type FA	Multi-E	na -	25	Last	SU Days	55
Instrument Rating(s) - AIRPLANE							
-Narrative	TTENDITING TO LAND AT . O						
COMMERCIAL PILOT/FLIGHT INSTRUCTOR WAS	ATTEMPTING TU LAND AT A P			IEN SHE CTED TO C			

File No. - 412 6/29/88 HEALY, AK A/C Reg. No. N739QH Time (Lc1) - 1630 ADT Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - WINDSHEAR 2. WEATHER CONDITION - TAILWIND 3. JUDGEMENT - POOR - PILOT IN COMMAND 4. AIRSPEED - EXCESSIVE - PILOT IN COMMAND 5. DISTANCE - MISJUDGED - PILOT IN COMMAND 6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND -----Occurrence #2 NOSE OVER LANDING - ROLL Phase of Operation Finding(s) 7. TERRAIN CONDITION - ROUGH/UNEVEN ______ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3.4.5

Factor(s) relating to this accident is/are finding(s) 1,2,6,7

Brief of Accident (Continued)

Brief of Accident

Type Operating Certificate-ON-DEN		Admana 64 Deman	_		Tandaa		
	IAND AIR IAXI	Aircraft Damag SUBSTANTIAL	e	Fatal	Inju Serious		None
Type of Operation -BUSINE	SS	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR		NONE	Pass	0	ō	0	6
Accident Occurred During -LANDIN							
Aircraft Information							
Make/Model - PIPER PA-32	Eng Ma	ke/Model - LYCOMING			Installed/		
Landing Gear - TRICYCLE-FIXED	Number	Ling in Co		S	tall Warni	ng System	- YES
Max Gross Wt - 3400 No. of Seats - 6		Type - RECIP-FUE Power - 300 HP					
		300 HP					
Environment/Operations Information- Weather Data				Ainpont	Dovimity		
Wx Briefing - UNK/NR	Itinerary	parture Point		ON AIR	Proximity		
Method - UNK/NR	EMMON			UN AIR.	SIRIF		
Completeness - UNK/NR	Destinat			Airport Da	ata		
Basic Weather - VMC		R BAY, AK		HOOPER			
Wind Dir/Speed- 310/030 KTS				Runway	Ident	- 31	
Visibility - 30.0 SM	ATC/Airsp	ace		Runway	Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of	Flight Plan - VFR			Surface		
Lowest Ceiling - NONE	Type of	Clearance - NONE		Runway	Status	- DRY	
Obstructions to Vision- NONE	Туре Ар	ch/Lndg - TRAFF	IC PATTERN				
Precipitation - NONE Condition of Light - DAYLIGH	ит.						
Personnel Information Pilot-In-Command	Age - 46	Nodica	1 Certifica				M T T
Certificate(s)/Rating(s)	Biennial Flig	ht Review	- Flin	ht Time (H	MEDICAL W	AIVEN3/EI	41 I
COMMERCIAL	Current	ht Review - YES To	tal -	9586	Last 24	4 Hrs -	7
SE LAND, ME LAND, SE SEA	Months Si	nce - 3 Ma	ke/Model-	520	Last 3	0 Days-	90
HELICOPTER	Aircraft	nce - 3 Ma Type - C-207 In	strument-	1340	Last 90	0 Days-	231
		Mu	lti-Eng -	550	Rotorc	raft -	150
Instrument Rating(s) - AIRPL	ANE						
COMMERCIALLY CERTIFICATED PILOT WAS RTEDLY HIT A DOWNDRAFT JUST PIROR T ES OF THE LANDING ROLL-OUT, HE APPL	O LANDING AND HAD A	HARDER THAN NORMAL T	OUCHDOWN. D	URING THE I			
		Le sel i Prizi Menn EL		-			

6/30/88 HOOPER BAY, AK A/C Reg. No. N15268 Time (Lc1) - 1915 ADT File No. - 413 Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - HIGH WIND 2. WEATHER CONDITION - GUSTS 3. WEATHER CONDITION - DOWNDRAFT 4. FLARE - INADEQUATE - PILOT IN COMMAND 5. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 6. LANDING GEAR, MAIN GEAR STRUT - OVERLOAD ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERAL A	VIATION)	Aircraft Damage			Injur	ies	
		DESTROYED		Fatal	Serious		None
Type of Operation -BUSINESS		Fire	Crew		0	-	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		NONE	Pass	0	0	0	0
Aircraft Information Make/Model - CESSNA 206	Eng Moke/M		10 500 4	г. т	Installed/#		
Landing Gear - TRICYCLE-FIXED	Number Eng	odel - CONTINENTAL	10-520-A		tall Warnir		
Max Gross Wt - 3600		e - RECIP-FUEL	INJECTED	5	tari warnin	ig system	123
No. of Seats - 2	Rated Powe		111020120				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Depart			UFF AI	RPORT/STRIF	,	
Method - N/A Completeness - N/A	NAKNEK,AK Destination			Airport D	ata		
Basic Weather - IMC	LOCAL			Anport	ata		
Wind Dir/Speed- LIGHT AND VARIABLE	LUUAL			Runwav	Ident -	• N/A	
Visibility500 SM	ATC/Airspace					N/A	
Lowest Sky/Clouds - UNK/NR	Type of Fli	ght Plan ~ NONE		Runway	Surface -	· N/A	
Lowest Ceiling - 100 FT OBSCURE	D Type of Cle	arance - NONE		Runway	Status -	- N/A	
Obstructions to Vision- FOG	Type Apch/L	ndg - NONE					
Precipitation - NONE							
Condition of Light - DUSK							
Personnel Information							
	je - 65	Medical	Certificat	te – EXPIR	ED		
		eview		nt Time (H			
PRIVATE		- UNK/NR Tota	1 -	9500	Last 24	l Hrs - UN	
		- UNK/NR Make	/Model- UN	NK/NR	Last 30) Days-	100
	Aircraft Type	- UNK/NR Inst	rument-	0	Last 90) Days-	200

Instrument Rating(s) - NONE

----Narrative----

THE PILOT WAS HAULING FISH FROM REMOTE BEACH SITES IN ALASKA TO A NEARBY GRAVEL AIRSTRIP. WITNESSES REPORTED SEEING THE AIRPLANE MAKE TWO APPROACHES TO THE FIELD IN WEATHER ESTIMATED AS VISIBILITY 1/2 MILE IN FOG, AND A CEILING OF 100-200 FEET. AFTER THE TWO LANDING ATTEMPTS, THE AIRPLANE DEPARTED AT LOW ALTITUDE AND COLLIDED WITH A LIGHTED RADIO TOWER APPROXIMATELY 164' ABOVE THE GROUND. THE TOWER WAS LOCATED ABOUT ONE MILE NORTH-EAST OF THE AIRSTRIP.

File No. - 431 7/02/88 NAKNEK, AK A/C Reg. No. N5045U Time (Lc1) - 2325 ADT Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING Finding(s) 1. WEATHER CONDITION - LOW CEILING 2. ALTITUDE - IMPROPER - PILOT IN COMMAND 3. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 4. WEATHER CONDITION - FOG 5. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND 6. OBJECT - ELECTRICAL TOWER(MARKED) 7. LIGHT CONDITION - DUSK _____ Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED -----------Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 1,3,4,7

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 532 7/08/88 KITOI BA			No. N1089D		ime (Lc1)		
asic Information Type Operating Certificate-ON-DEMAND AIR T	AYT	Aircraft Da	ma a a		Ini	ıries	
Name of Carrier -SOLOV HELICOPTE		SUBSTANTIA		Fatal		Minor	None
Name of Carrier-SOLOY HELICOPTEType of Operation-NON SCHED,DOMESFlight Conducted Under-14 CFR 135	TIC PAX/CARGO	Fire	Cre		0		1
Flight Conducted Under -14 CER 135	TTO, TAXY CARGO	NONE	Pas		ŏ	-	
Accident Occurred During -TAKEOFF						-	•
ircraft Information							
Make/Mode1 - HUGHES 369D		odel - ALLISO			[nstalled/		
Landing Gear - SKID		ines - 1		S	tall Warni	ng Syster	n - NO
Max Gross Wt - 2100	Engine Type	e - TURBOS					
No. of Seats - 2	Rated Power		HP				
nvironment/Operations Information					_		
eather Data	Itinerary	_			Proximity	_	
Wx Briefing - NO RECORD OF BRIEFING	Last Departu	re Point		OFF AI	RPORT/STRI	Р	
Method - N/A	SAME AS AC	CC/INC					
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	· LOCAL			_			
Wind Dir/Speed- 130/006 KTS					Ident	- N/A	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - 7000 FT SCATTER					Surface	•	
Lowest Ceiling - 10000 FT OVERCAS				Runway	Status	- N/A	
Obstructions to Vision- NONE	lype Apch/Lr	ndg - NO	NE				
Precipitation - NONE Condition of Light - DAYLIGHT							
ersonnel Information Pilot-In-Command Ag	0 - 25	No.	ical Certific				
Certificate(s)/Rating(s)	e - 35 ennial Flight Re			ght Time (H		U WAIVER:	5/LIMII
COMMERCIAL, ATP			Total -	4210 (II	Jurs) Lact 0	A Hne -	6
SE LAND	Current Months Since	- 12	Make/Model-	7677	Last 2	A HIS	141
HELICOPTER	Aircraft Type	- H-360D	Instrument-	196	Last C	10 Days-	223
HELICOTTER	An chart Type	11 3030	instrument	180		raft -	
					ROTOL	hart	4005
Instrument Rating(s) - AIRPLANE,HELIC	OPTER 						
arrative							
LICOPTER LANDED WITH THE LEFT SKID AGAINST	A SURVEY STAKE	WHICH PROTRU	DED FROM THE	GROUND ABOU	6 INCHES	-	
IFTOFF THE SKID DID NOT CLEAR THE METAL ST							
EFT SKID REMAINED AGAINST THE METAL STAKE A							
THAT THE LATERAL TRIM MOTOR HAD FAILED REQ HOVER.							

File No 532	7/08/88 KITOI BAY,AK	A/C Reg. No. N1089D	Time (Lc1) - 2035 ADT	
	LL OVER			÷
Phase of Operation TA	KEOFF			
Finding(s)				
1. LIFT-OFF - RESTRICT	ED -			
PREFLIGHT PLANNING/	PREPARATION - POOR - PILOT IN CO	MMAND		
3. CYCLIC - IMPROPER U	SE OF - PILOT IN COMMAND			
	N DEETCIENCIES IN FOUTPMENT - IM	PROPER USE OF - PILOT IN COMMAND		

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 497 7/09/88 QUART	Ź CREEK,AK A	/C Reg. No. N88	276	Т	ime (Lcl) -	2315 AD	Τ
Basic Information							
Type Operating Certificate-NONE (GENERA		craft Damage			Injur		
		BSTANTIAL	0	Fatal	Serious	Minor O	None
Type of Operation -PERSONAL	Fir	e NE	Crew Pass	0	0	-	2
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI	· NU	NE	Pass	U .	0	0	0
Aircraft Information	1						
Make/Model - BELLANCA 7GCBC	Eng Make/Model				Installed/A	ctivated	- YES/YES
Landing Gear - FLOAT	Number Engines				tall Warnin	g System	- NO
Max Gross Wt - 1800	Engine Type		-CARBURE	TOR			
No. of Seats - 2	Rated Power	- 150 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING		oint			RPORT/STRIP	,	
Method - N/A	SOLDOTNA, AK			_			
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	LOCAL			•			
Wind Dir/Speed- CALM				Runway	Ident -	N/A	
Visibility - 50.0 SM	ATC/Airspace			Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight P	lan - NONE		Runway	Surface -	N/A	
Lowest Ceiling - NONE	Type of Clearanc	e - NONE		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg						
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 52	Medical Ce	rtificat	e - VALID	MEDICAL-WA	IVERS/LI	TIM
Certificate(s)/Rating(s)	Biennial Flight Review			t Time (H		,	
COMMERCIAL, CFI	Current - YE			2000		Hrs -	9
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/M	odel-	121	Last 30	Days-	69
3	Aircraft Type - DH	C-2 Instru	ment-	520	Last 90	Days-	124
			Eng -	900	•		
Instrument Rating(s) - AIRPLANE							

----Narrative----

ACCORDING TO THE FLIGHT INSTRUCTOR, HE AND THE STUDENT PILOT ATTENDED A PICNIC AND WERE RETURNING. DURING THE DEPARTURE, AND WHILE ATTEMPTING A STEP TAXI TURN, THEY STRUCK THE TREES ALONG THE SHORELINE.

File No 497	7/09/88 QUART	Z CREEK,AK	A/C Reg.	No. N88276	Time (Lc1) - 23	15 ADT
	OF CONTROL - ON GRO - TO TAKEOFF	DUND				• · · ·
Finding(s) 1. TERRAIN CONDITION - H 2. CLEARANCE - MISJUDG 3. TAXISPEED - EXCESSIVE 4. SUPERVISION - INADEQU	ED - DUAL STUDENT - DUAL STUDENT	AND (CFI)				
Occurrence #2 Ó ON G Phase of Operation TAXI	ROUND COLLISION WITH - TO TAKEOFF	H OBJECT				
Probable Cause						

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The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION) Airc	craft Damage		Injur	ries	
		STANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	e Ci	rew O	0	0	1
Flight Conducted Under -14 CFR 91	NON		ass O	0	0	2
Accident Occurred During -LANDING - RO	LL 	0'	ther 1	0	1	0
-Aircraft Information						
Make/Model - MAULE M6-235		- LYCOMING IO-540-W		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			Stall Warnir	ng System	- YES
Max Gross Wt - 2500 No. of Seats - 4	C 1	 RECIP-FUEL INJECTI 235 HP 	ED			
NO. OF SEATS - 4	Rated Power	- 235 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	· · · · · · · · · · · · · · · · · · ·	pint	OFF A	IRPORT/STRIF	>	
Method - N/A	NAKNEK, AK			D = 4 =		
Completeness - N/A Basic Weather - VMC	Destination SAME AS ACC/INC		Airport	Data		
Wind Dir/Speed- 170/007 KTS	SAME AS ACC/INC	•	Dunia	yIdent -	- N/A	
Visibility - 50.0 SM	ATC/Airspace			v Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Pl	an - NONE		y Surface -		
Lowest Ceiling - NONE	Type of Clearance				· N/A	
Obstructions to Vision- NONE	Type Apch/Lndg			,	,	
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 65	Medical Certif	icate - UNK/	NR		
Certificate(s)/Rating(s)	Biennial Flight Review	F	light Time (Hours)		
COMMERCIAL	Current - YES			Last 24	Hrs -	1
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 11) Days-	20
	Aircraft Type - M-6			Last 90) Days-	40
		Multi-Eng	- 2000			
Instrument Rating(s) - NONE						
		·				

AND THE DRIVER OF THE ATV, AN ELEVEN YEAR OLD BOY, DIED A FEW DAYS LATER. THE ATV PASSENGER, A EIGHT YEAR OLD GIRL, RECEIVED MINOR INJURIES. WITNESSES NEAR THE ACCIDENT SITE STATED THAT AFTER THE AIRCRAFT TOUCHED DOWN, AND DURING THE LANDING ROLL, THE ATV CROSSED DIRECTLY IN FRONT OF THE AIRCRAFT AND WAS STRUCK BY THE PROPELLER. THE LANDING SITE SELECTED BY THE PILOT WAS A POPULAR BEACH, NORMALLY OCCUPIED BY LOCAL RESIDENTS OF A NEARBY COMMUNITY. HOWEVER, THE PILOT STATED THAT HE HAD SELECTED THE BEACH FOR LANDING SO HE AND THE PAX COULD LOOK AT LOCAL FISHING SITES.

PAGE 24

File No 408 7/09/88 EGEGIK,AK	A/C Reg. No. N5647Y	Time (Lcl) - 1150 ADT
Occurrence #1 ON GROUND COLLISION WITH OBJECT		
Phase of Operation LANDING - ROLL		
Finding(s) 1. OBJECT - VEHICLE 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 3. CLEARANCE - INADEQUATE - PILOT IN COMMAND 4. VISUAL/AURAL PERCEPTION - DRIVER OF VEHICLE		

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2.3

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Factor(s) relating to this accident is/are finding(s) 1,4

File No 499 7/10/88 ANCHOR	AGE, AK	A/C Reg. No. N	Time (Lcl) - 1130 ADT				
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION)	vircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		ire NONE	Crew Pass	-	0	0 0	1 1
Aircraft Information Make/Model - CESSNA 170B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2200 No. of Seats - 4	Number Engine	- RECIP-FUEL			Installed// tall Warnir		•
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 310/009 KTS Visibility - 60.0 SM Lowest Sky/Clouds - 20000 FT THIN Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Cleara	Plan - NONE	ОР	ON AIR Airport D PRIVAT Runway Runway Runway	ata E STRIP Ident - Lth/Wid - Surface -	- UNK/NR - 800/ - GRAVEL - DRY ROUGH	25
	Age – 36 Biennial Flight Rev [.]			te - VALID nt Time (He	MEDICAL-NO	WAIVERS/	LIMIT
PRIVATE SE LAND,SE SEA	Current -	YES Tota		1319 34		4 Hrs -) Days-	5 29
JL LAND, JE JEA	Months Since - Aircraft Type -	C-206 Inst	rument-		Last 90		60

Instrument Rating(s) - NONE

----Narrative----

AFTER TOUCHDOWN ON THE AIRSTRIP THE PILOT LOST CONTROL OF THE AIRPLANE. THE AIRPLANE BOUNCED. THE AIRPLANE THEN EXITED THE LEFT SIDE OF THE RUNWAY INTO A ROW OF TREES.

File No 4	99 7/10/	88 ANCHORAGE, AK	A/C Reg. No. N4346B	Time (Lc1) - 1130 ADT
Occurrence #1 Phase of Operation				
		- IMPROPER - PILOT IN CON NTAINED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	ON GROUND CO Landing - Ro	_		
Finding(s) 3. OBJECT - TREE(S)			
Probable Cause				
The National Transpo		Board determines that the	Probable Cause(s) of this accide	nt

is/are finding(s) 1,2

1

Factor(s) relating to this accident is/are finding(s) 3

-Basic Information					- .		
Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSONAL		Fire	Crew	ratai 0		M1101- 0	None 1
Flight Conducted Under -14 CFR 91		NONE	Pass	ŏ	0	•	0
Accident Occurred During -LANDING		NONL	Other	•	ŏ	0	-
-Aircraft Information							
Make/Model - PIPER PA-22		Model - LYCOMING 0-3		·ELT	Installed/A	ctivated	- YES/NC
Landing Gear - TAILWHEEL-ALL FIXED		gines - 1			tall Warnin	g System	- NO
Max Gross Wt - 2000		pe - RECIPROCATIN	G-CARBURE1	FOR			
No. of Seats - 4	Rated Pow	er - 150 HP					
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Weather Data Wx Briefing - NO RECORD OF BRIEF				ON AIR	STRIP		
Method - N/A	NORTH PO						
Completeness - N/A	Destination		1	Airport D			
Basic Weather - VMC	LOCAL				Y SKY RANCH		
₩ind Dir/Speed- 360/005 KTS						33	
Visibility - 90.0 SM	ATC/Airspace				Lth/Wid -		80
Lowest Sky/Clouds - 8000 FT S					Surface -		
Lowest Ceiling - NONE		earance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/	Lndg - TOUCH AN	DGO				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 39				MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight			t Time (H			
COMMERCIAL	Current	- YES Total		705			3
SE LAND, SE SEA	Months Since				Last 30		22
	Aircraft Typ	e-M-20 Instr	ument-	61	Last 90	Days-	85

----Narrative----

WITNESSES STATED THAT ACFT #1 (N2747P,A PIPER PA-22), FLEW A RIGHT DOWNWIND ABOUT 200 FEET ABOVE THE GROUND AND THEN MADE A STEEP DESCENDING TURN TOWARD THE RUNWAY. ACFT #1 LANDED AND STRUCK ACFT #2 (N9102D, A PIPER PA-18) WHILE BOTH WERE ON THE RUNWAY. THE PILOT OF ACFT #2 SAID HE DID NOT SEE OR HEAR ANY OTHER AIRPLANES IN THE AIRPORT TRAFFIC PATTERN. DURING THE LANDING ROLL, HIS RIGHT WING DIPPED WHEN HE WAS STRUCK FROM BEHIND BY ACFT #1. ACFT #2 THEN VEERED TO THE RIGHT AND COLLIDED WITH TREES.

File No 40	5 7/11/88	NORTH POLE,AK	A/C Reg. No. N2747P	Time (Lcl) - 1800 ADT	
Occurrence #1 Phase of Operation	ON GROUND COLLIS LANDING - FLARE/				
Finding(s) 1. OBJECT - AIRCRAF 2. PROCEDURES/DIR 3. RADIO COMMUNICAT 4. VISUAL LOOKOUT -	ECTIVES - IMPROPE IONS - INADEQUATE	R - PILOT IN COMMAND - PILOT IN COMMAND			
Probable Cause					

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 2,3

File No 405 7/11/88 NORTH POLE,	,AK A/C Reg. No. N9		Time (Lcl) - 1800 ADT				
Basic Information		·		Tertion			
Type Operating Certificate-NONE (GENERAL AVIA	ATION) Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None	
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1	
Flight Conducted Under -14 CFR 91	NONE	Pass	õ	ŏ	ŏ	·0	
Accident Occurred During -LANDING - ROLL		Other	õ	Ŏ	õ	1	
Aircraft Information							
Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING 0-3			Installed/A		-	
Landing Gear - TAILWHEEL-ALL FIXED				tall Warnin	g System	- NO	
Max Gross Wt - 2200	Engine Type - RECIPROCATIN	NG-CARBURET	OR				
No. of Seats - 2	Rated Power - 150 HP						
Environment/Operations Information							
	Itinerary		Airport	Proximity			
	Last Departure Point		ON AIR	STRIP			
Method - N/A	FAIRBANKS, AK						
	Destination	A	irport D				
Basic Weather - VMC	SAME AS ACC/INC			Y SKY RANCH			
Wind Dir/Speed- 360/005 KTS					33		
	ATC/Airspace			Lth/Wid -		80	
	Type of Flight Plan - NONE			Surface -			
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance - NONE		Runway	Status ~	DRY		
	Type Apch/Lndg - TOUCH AN	ND GO					
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command Age -	- 39 Medical C	Certificate	- VALID	MEDICAL-WA	IVERS/LIM	IT	
Certificate(s)/Rating(s) Bienr	nial Flight Review		Time (H		-	<i>,</i>	
STUDENT	Current - N/A Total		65			2	
		Model-		Last 30		50	
А	Aircraft Type - N/A Instr	rument-	0	Last 90	Days-	65	
Instrument Rating(s) - NONE							

WITNESSES STATED THAT ACFT #1 (N2747P,A PIPER PA-22), FLEW A RIGHT DOWNWIND ABOUT 200 FEET ABOVE THE GROUND AND THEN MADE A STEEP DESCENDING TURN TOWARD THE RUNWAY. ACFT #1 LANDED AND STRUCK ACFT #2 (N9102D, A PIPER PA-18) WHILE BOTH WERE ON THE RUNWAY. THE PILOT OF ACFT #2 SAID HE DID NOT SEE OR HEAR ANY OTHER AIRPLANES IN THE AIRPORT TRAFFIC PATTERN. DURING THE LANDING ROLL, HIS RIGHT WING DIPPED WHEN HE WAS STRUCK FROM BEHIND BY ACFT #1. ACFT #2 THEN VEERED TO THE RIGHT AND COLLIDED WITH TREES.

File No 405	5 7/11/88	NORTH POLE,AK	A/C Reg. No. N9102D	Time (Lc1) - 1800 ADT
Occurrence #1 Phase of Operation		ON WITH OBJECT		
,,,,,,,	IVES - IMPROPER - ONS - INADEQUATE	PILOT OF OTHER AIRCRA - PILOT OF OTHER AIRCRA		
Occurrence #2 Phase of Operation		ON WITH OBJECT		
Finding(s) 5. OBJECT - TREE(S)	ITROL - NOT POSSIE	IF -		

is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 2,3

Basic Information							
Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Damage			Injur	ies	
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI		NONE	Pass	0	0	0	1
Aircraft Information							
Make/Model - CESSNA A185F		el - CONTINENTAL	10-520		Installed/A		-
Landing Gear - FLOAT	Number Engine			S	tall Warnin	g System	- YES
Max Gross Wt - 3320 No. of Seats - 6	Rated Power	- RECIP-FUEL 1 - 300 HP	INJECTED				
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure			OFF AI	RPORT/STRIP		
Method - N/A	SAME AS ACC.	/INC					
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL			Duran	T el e un l		
Wind Dir/Speed- VARIABLE/040 KTS Visibility - 50.0 SM	ATC /A increase					N/A	
Lowest Sky/Clouds - UNK/NR	ATC/Airspace Type of Fligh	+ Dian - NONE		•	Lth/Wid - Surface -		
Lowest Ceiling - 2000 FT BROKEN	I Type of Cleara				Status -		
Obstructions to Vision- NONE		g - FULL STO	סו	Kunway	Status -	N/ A	
Precipitation - RAIN	Type Apeny End						
Condition of Light - DAYLIGHT							
Personnel Information		· · · · · · · · · · ·					
	ge - 32				MEDICAL-WA	IVERS/LIN	AIT
	Siennial Flight Rev	1ew Teter		t Time (H		11	
PRIVATE SE LAND,SE SEA		YES Total 2 Make/					4
SE LAND, SE SEA		C-185 Instr			Last 30 Last 90		100 135

Instrument Rating(s) - NONE

----Narrative----

THE PILOT STATED THAT HE ENCOUNTERED SEVERAL UP & DOWN DRAFTS PRIOR TO LNDG. AFTER LANDING AND TAXIING TOWARD SHORE, THE PILOT SAW THE SURFACE WATER ON THE RIVER BEING WHIPPED UP; THE PILOT ESTIMATED THE WIND TO BE 40 KNOTS OR MORE. THE AIRCRAFT BECAME AIRBORNE AND LANDED BACK IN THE RIVER INVERTED.

File No 4	64 7/11/88	GEORGETOWN, AK	A/C Reg. No. N4742E	Time (Lcl) - 1450 ADT
Occurrence #1 Phase of Operation				
	ON - CROSSŴIND ON - GUSTS ON - HIGH WIND ATION - NOT PERFOR	MED - PILOT IN COMMAND - NOT PERFORMED - PILO		
Occurrence #2 Phase of Operation	NOSE OVER TAXI - FROM LAND	ING		
Probable Cause				
The National Transpo is/are finding(s) 5,		rd determines that the	Probable Cause(s) of this accide	ent

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Type Operating Certificate-ON-DEMAND	AIR TAXI	Aircraft Damage	9		Injur		
		SUBSTANTIAL	_	Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -STANDING							
Aircraft Information							
Make/Model - ENSTROM F-28F		el - LYCOMING H	HTI0-360-F1A		Installed/#		
Landing Gear - SKID	Number Engine			S	tall Warnir	ng System –	- NO
Max Gross Wt - 1950		- RECIP-FUEL	_ INJECTED				
No. of Seats - 3	Rated Power	- 225 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFI		e Point		ON AIR			
Method - N/A	SAME AS ACC						
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	JUNEAU, AK			•	AIRPORT		
Wind Dir/Speed- 090/005 KTS	,					- UNK/NR	
Visibility - 25.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - N/A	Type of Flight	t Plan - VFR			Surface -		
	RCAST Type of Clear					- UNK/NR	
Obstructions to Vision- NONE	Type Apch/Lnd				010100	01117/111	
Precipitation - NONE		9					
Condition of Light - DAYLIGHT							
Personnel Information	1 aug - 60	M - ++ 1					
Pilot-In-Command	Age - 69		l Certificat			AIVERS/LIM	
Certificate(s)/Rating(s)	Biennial Flight Rev	1ew	-	t Time (H			
ATP		· .	tal - 3			4 Hrs -	1
SE LAND, ME LAND, SE SEA	Months Since -	UNK/NR Mak	ke/Model-	97	Last 30		15
HELICOPTER	Aircraft Type -	UNK/NR Ins	ke/Model- strument-	100	Last 90) Days-	25
		Mul	lti-Eng -	1500	Rotorcr	raft -	97
Instrument Rating(s) - AIRPLANE							
Narrative	1						
HE PILOT PURCHASED THE HELICOPTER WITH AN U	JNDOCUMENTED MODIFICAT	ION DESIGNED TO) RESTRAIN T	HE COLLEC	TIVE. REPOR	RTEDLY. HE	
ECEIVED NO GUIDANCE REGARDING THE USE OF TH							
XISTED NO ENSTROM APPROVED COLLECTIVE HOLD							
HE PILOT USED TWO HANDS TO RELEASE THE COL							
ILOTS TO "KEEP HAND ON COLLECTIVE AND MAIN"							
ELEASING THE LOCK THE PILOT SAID THE COLLEG						= T	
BOUT ITS LONGITUDINAL AXIS. THE PILOT STAT							
EED THE COLLECTIVE SECURE	IS THAT THE RELETED ON TH	IL HODI ICATION	, A COLLECT		DOWN CHAIN,	,	

KEEP THE COLLECTIVE SECURE.

File No 597	7/13/88 HAINES,AK	A/C Reg. No. N8620C	Time (Lcl) - 0910 ADT	
	OVER			
	DING - IDLING ROTORS			
	TROL, COLLECTIVE CONTROL - INCORR			
3. COLLECTIVE - INATTENT		N CUMMAND		
4. CHECKLIST - NOT FOLLO Probable Cause	WED - PILUT IN COMMAND			

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

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File No 588 7/15/88 WRANGE	LL,AK A/C Reg. No.	N55CX	T 	íme (Lcl) -	1330 ADT	
Basic Information Type Operating Certificate-ON-DEMAND AIR	TAXI Aircraft Damag SUBSTANTIAL	e	Fatal	Injur Serious	ies Minor	None
Type of Operation -POSITIONING	Fire	Crew	0	0		1
Flight Conducted Under -14 CFR 91 Accident Occurred During -CRUISE	NONE	Pass	0	0	0	0
Aircraft Information						
Make/Model - DE HAVILLAND DHC-3	Eng Make/Model - P & W R-1			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 8000 No. of Seats - 9	Number Engines - 1 Engine Type - RECIPROCA Rated Power - 600 HP	TING-CARBURE		tall Warnin	ig System	- 162
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Point			Proximity RPORT/STRIP		
Method - N/A	JOHNNY MTN, CD		UFF AI	RPURI/SIRIP		
Completeness - N/A Basic Weather - IMC	Destination WRANGELL,AK		Airport D	ata		
Wind Dir/Speed- UNK/NR			Runway	Ident -	N/A	
Visibility - UNK/NR	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan - NONE			Surface -	•	
Lowest Ceiling - UNK/NR Obstructions to Vision- FOG	Type of Clearance - NONE Type Apch/Lndg - NONE		Runway	Status -	N/A	
Precipitation - NONE	Type Apch/Lndg - NONE					
Condition of Light - DAYLIGHT						
Personnel Information				_		
		1 Certificat			IVERS/LIM	IT
Certificate(s)/Rating(s) ATP	Biennial Flight Review Current - YES To	tal - 1	t Time (H 2200		Hrs -	3
SE LAND.ME LAND.SE SEA.ME SEA	Months Since - 5 Ma					92
JE EANDINE EANDIGE GEALME GEA	Aircraft Type - UNK/NR In	strumont-		Last 90		185

Instrument Rating(s) - AIRPLANE

----Narrative----

PLT ATTEMPTED FLIGHT THROUGH A MOUNTAIN PASS IN THE PRESENCE OF LOW CLOUDS AND FOG. VISUAL GROUND REFERENCE WAS LOST AND THE ACFT COLLIDED WITH A SNOW BANK. PLT CITED PERSONAL AND COMPANY-INDUCED PRESSURES AS FACTORS. OPERATOR COMPLETED ACCIDENT REPORT.

File No 5	588 7/15/88 WRANGELL,AK	A/C Reg. No. N55CX	Time (Lcl) - 1330 ADT	
Occurrence #1 Phase of Operation	IN FLIGHT ENCOUNTER WITH WEATHER CRUISE			
	NTO IMC - CONTINUED - PILOT IN COMMAND Duced Pressure - Company/operator Manag	EMENT		
Occurrence #2 Phase of Operation	IN FLIGHT COLLISION WITH TERRAIN/WAT CRUISE	ER		
Finding(s) 5. TERRAIN CONDITI	ON - MOUNTAINOUS/HILLY			
Probable Cause				

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

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Brief of Accident

Type Operating Certificate-NONE (G			amana		Iniun	ine	
		Aircraft D SUBSTANTI		Fatal	Injur Serious	Minor	None
Type of Operation -INSTRUC	TIONAL	Fire			0		1
Flight Conducted Under -14 CFR		NONE		s 0 .	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - AIRCOMMAND 532 ELI	TE Eng Make/M	odel - ROTAX	532	ELT	Installed/A	ctivated	- NO -N/
Landing Gear - TRICYCLE-FIXED	Number Eng	ines - 1		S	tall Warnin	g System	- NO
Max Gross Wt - 651			ROCATING-CARBL	RETOR			
No. of Seats - 1	Rated Powe	r - 6	4 HP				
Environment/Operations Information						<u>k</u>	
Weather Data	Itinerary				Proximity		
W× Briefing - FSS	Last Depart			ON AIR	STRIP		
Method - IN PERSON	PALMER, AK						
Completeness - UNK/NR	Destination			Airport D			
Basic Weather - VMC	LOCAL				MUNICIPAL	4 -	
Wind Dir/Speed- 230/004 KTS					Ident -		400
	ATC/Airspace	abt Dlan - N			Lth/Wid - Surface -		100
Lowest Sky/Clouds - 2000 FT Lowest Ceiling - 9000 FT	PROKEN Type of Clo	ananco - N			Status -		
Obstructions to Vision- NONE			RAFFIC PATTERN		Status	DRT	
Precipitation - NONE	Type Apcily L	nag i	KATTIC FATTERN				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 39	Me	dical Certific	ate - VALID	MEDICAL-NO	WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight R	eview	Fli	ght Time (H	lours)		
STUDENT	Current	- N/A	Total - Make/Model- Instrument-	20	Last 24	Hrs -	1
	Months Since	- N/A	Make/Model-	10	Last 30	Days-	10
	Aircraft Type	- N/A	Instrument-	0	Last 90	Days-	15
					Rotorcr	aft -	15
Instrument Rating(s) - NONE	· .						

File No	421	7/17/88	PALMER, AK	A/C Reg. No. N1925	Time (Lcl) - 1945 ADT

Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND

2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage			Injur	ies	
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	. 0	0	0	. 1
Flight Conducted Under -14 CFR 9 Accident Occurred During -TAKEOFF	1	NONE	Pass	0	0	0	2
Aircraft Information							
Make/Model - PIPER PA-12	Eng Make/Mo	del - LYCOMING 0-32	20	ELT	Installed/A	ctivated	- YES/NC
Landing Gear - TAILWHEEL-ALL FIXED					tall Warnin	g System	- YES
Max Gross Wt - 1750		- RECIPROCATING	G-CARBURE	TOR			
No. of Seats - 3	Rated Power	- 150 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIE		re Point			RPORT/STRIP		
Method - N/A	SAME AS AC						
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	HOMER, AK			•			
Wind Dir/Speed- 040/020 KTS				Runway	Ident -	N/A	
Visibility - 20.0 SM	ATC/Airspace			Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of Flig	ht Plan - NONE		Runway	Surface -	N/A	
Lowest Ceiling - NONE	Type of Clea			Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Ln	dg - NONE		-			
Precipitation - NONE		-					
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	Age - 29	Nedical Ca	ntificat		MEDICAL-NO	WATVERS	TMTT
Certificate(s)/Rating(s)	Biennial Flight Re			t Time (H		WAIVERS/	
STUDENT				74		Hne -	2
STUDENT	Months Since		- lode1-				29
	muntris strice	IN/A MICKE/P		10	Last SU	Days	23

Instrument Rating(s) - NONE

----Narrative----

DURING THE TAKEOFF ROLL ON THE BEACH, THE AIRCRAFT STRUCK A LARGE ROCK AND THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT.

File No 411	7/18/88 ILLIA	MNA,AK A/C Reg. No.	N7958H T	ime (Lc1) - 1400 ADT
Occurrence #1 ON (ROUND COLLISION WITH	H OBJECT		
Phase of Operation TAK	OFF - GROUND RUN			
Finding(s)				
1. TERRAIN CONDITION - H	IIGH OBSTRUCTION(S)			
2. UNSUITABLE TERRAIN	- SELECTED - PILOT	IN COMMAND		
3. TERRAIN CONDITION - I	OOSE GRAVEL/SANDY			
 DIRECTIONAL CONTROL 	NOT MAINTAINED -	PILOT IN COMMAND		

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

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Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damage			Inju	ries	
		SUBSTANTIAL	Fa	tal			None
Type of Operation -BUSINES	S	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR		NONE	Pass	Ο.	0	0	. 0
Accident Occurred During -DESCENT							
Aircraft Information							_
Make/Model - CESSNA 185		Model - CONTINENTAL I					
Landing Gear - FLOAT		gines - 1		St	all Warnin	ng System	- YES
Max Gross Wt - 3350	Engine Typ	De - RECIP-FUEL IN	JECTED				
No. of Seats - 6	Rated Powe	er - 285 HP					
Environment/Operations Information						•	
Weather Data	Itinerary				roximity	_	
Wx Briefing - NO RECORD OF BRI	EFING Last Depar		0	FF AIR	PORT/STRI	2	
Method - N/A Completeness - N/A	SAME AS A Destination		Ainn	ort Da	*-		
Basic Weather - VMC	LOCAL		ATP	JPL Da	la		
Wind Dir/Speed- CALM	LOCAL		R	unwav	Ident ·	- N/A	
Visidility - 50.0 SM	ATC/Airspace		R	unwav	Lth/Wid ·	- N/A	
Visibility - 50.0 SM Lowest Sky/Clouds - 6000 FT					Lth/Wid · Surface ·		
Lowest Sky/Clouds - 6000 FT	SCATTERED Type of F1	ight Plan - COMPANY (VFR) R	unway		- N/A	
Lowest Sky/Clouds - 6000 FT		ight Plan - COMPANY (earance - NONE Lndg - STRAIGHT-	VFR) R R IN	unway	Surface -	- N/A	
Lowest Sky/Clouds - 6000 FT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE	SCATTERED Type of F1 Type of C10 Type Apch/1	ight Plan - COMPANY (earance - NONE	VFR) R R IN	unway	Surface -	- N/A	
Lowest Sky/Clouds - 6000 FT Lowest Ceiling - NONE Obstructions to Vision- NONE	SCATTERED Type of F1 Type of C10 Type Apch/1	ight Plan - COMPANY (earance - NONE Lndg - STRAIGHT-	VFR) R R IN	unway	Surface -	- N/A	
Lowest Sky/Clouds - 6000 FT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information	SCATTERED Type of F1 Type of C1 Type Apch/I	ight Plan - COMPANY (earance - NONE Lndg - STRAIGHT- FORCED LA	VFR) R R IN NDING	unway unway	Surface Status	- N/A - N/A	
Lowest Sky/Clouds - 6000 FT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command	SCATTERED Type of F1 Type of C1 Type Apch/I	ight Plan - COMPANY (earance - NONE Lndg - STRAIGHT- FORCED LA	VFR) R R IN NDING 	unway unway 	Surface Status MEDICAL-W	- N/A - N/A	
Lowest Sky/Clouds - 6000 FT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	SCATTERED Type of F1 Type of C1 Type Apch/I Age - 38 Biennial Flight I	ight Plan - COMPANY (earance - NONE Lndg - STRAIGHT- FORCED LA Medical Ce Review	VFR) R R NDING 	unway unway VALID me (Ho	Surface Status MEDICAL-W/ urs)	- N/A - N/A AIVERS/LII	
Lowest Sky/Clouds - 6000 FT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL	SCATTERED Type of F1 Type of C10 Type Apch/I Age - 38 Biennial Flight I Current	ight Plan - COMPANY (earance - NONE Lndg - STRAIGHT- FORCED LA Medical Ce Review - YES Total	VFR) R R NDING rtificate - Flight Ti - 3837	unway unway VALID me (Ho	Surface Status MEDICAL-W/ urs) Last 24	- N/A - N/A - N/A AIVERS/LII 4 Hrs -	1
Lowest Sky/Clouds - 6000 FT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s)	SCATTERED Type of F1 Type of C10 Type Apch/I Age - 38 Biennial Flight I Current	ight Plan - COMPANY (earance - NONE Lndg - STRAIGHT- FORCED LA Medical Ce Review - YES Total	VFR) R R NDING rtificate - Flight Ti - 3837	unway unway VALID me (Ho	Surface Status MEDICAL-W/ urs) Last 24	- N/A - N/A - N/A AIVERS/LII 4 Hrs -	1 36
Lowest Sky/Clouds - 6000 FT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL	SCATTERED Type of F1 Type of C10 Type Apch/I Age - 38 Biennial Flight I Current	ight Plan - COMPANY (earance - NONE Lndg - STRAIGHT- FORCED LA Medical Ce Review	VFR) R R NDING rtificate - Flight Ti - 3837	unway unway VALID me (Ho	Surface Status MEDICAL-W/ urs) Last 24	- N/A - N/A - N/A AIVERS/LII 4 Hrs -	1
Lowest Sky/Clouds - 6000 FT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,SE SEA	SCATTERED Type of F1 Type of C16 Type Apch/1 Age - 38 Biennial Flight F Current Months Since Aircraft Type	ight Plan - COMPANY (earance - NONE Lndg - STRAIGHT- FORCED LA Medical Ce Review - YES Total	VFR) R R NDING rtificate - Flight Ti - 3837	unway unway VALID me (Ho	Surface Status MEDICAL-W/ urs) Last 24	- N/A - N/A - N/A AIVERS/LII 4 Hrs -	1 36
Lowest Sky/Clouds - 6000 FT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL	SCATTERED Type of F1 Type of C16 Type Apch/1 Age - 38 Biennial Flight F Current Months Since Aircraft Type	ight Plan - COMPANY (earance - NONE Lndg - STRAIGHT- FORCED LA Medical Ce Review - YES Total	VFR) R R NDING rtificate - Flight Ti - 3837	unway unway VALID me (Ho	Surface Status MEDICAL-W/ urs) Last 24	- N/A - N/A - N/A AIVERS/LII 4 Hrs -	1 36
Lowest Sky/Clouds - 6000 FT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,SE SEA	SCATTERED Type of F1 Type of C16 Type Apch/1 Age - 38 Biennial Flight F Current Months Since Aircraft Type	ight Plan - COMPANY (earance - NONE Lndg - STRAIGHT- FORCED LA Medical Ce Review - YES Total	VFR) R R NDING rtificate - Flight Ti - 3837	unway unway VALID me (Ho	Surface Status MEDICAL-W/ urs) Last 24	- N/A - N/A - N/A AIVERS/LII 4 Hrs -	1 36

File No 4	63 7/19/88	BETTLES,AK		A/C Reg.	No. N93769	Time (Lc1) - 2045 AD	T
Occurrence #1 Phase of Operation		OWER(PARTIAL) - N	ION-MECHANICAL					
Finding(s) 1. IN-FLIGHT PLANN 2. FLUID,FUEL - EX 3. REFUELING - NOT	HAUSTION		N COMMAND					
Occurrence #2 Phase of Operation								
Finding(s) 4. TERRAIN CONDITIO 5. OBJECT - TREE(S	_							
Probable Cause								

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The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

File No 465 7/22/88	DILLINGHAM,AK	A/C Reg. No. M	129148	Time (Lcl) -	1215 ADT	
Basic Information Type Operating Certificate-ON-DEM Name of Carrier -ARMSTR Type of Operation -NON SC Flight Conducted Under -14 CFR Accident Occurred During -TAKEOF	ONG AIR SERVICE HED,DOMESTIC,PASSENGER 135	Aircraft Damage SUBSTANTIAL Fire NONE	Fata Crew O Pass O	Injur Serious O O		None 1 O
Aircraft Information Make/Model - PIPER PA-32-300 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3400 No. of Seats - 6	Eng Make/M Number Eng Engine Typ Rated Powe	e - RECIP-FUEL		T Installed/A Stall Warnin		
Environment/Operations Information- Weather Data Wx Briefing - NO RECORD OF BR Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 15.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 500 F Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGH	Itinerary Last Depart SAME AS A Destination LOCAL ATC/Airspace Type of Fli T OVERCAST Type of Cle Type Apch/L	CC/INC ght Plan - COMPAN	OFF Airport QUEE Runy Runy ((VFR) Runy	N FISHERIES Way Ident - Way Lth/Wid - Way Surface -	09 1400/	50
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,SE SEA	Age - 30 Biennial Flight R Current Months Since Aircraft Type	eview - YES Tota - 2 Make - PA-32 Inst	Certificate - VAL Flight Time al - 6500 e/Model- 3000 trument- UNK/NR ti-Eng - UNK/NR	(Hours) Last 24 Last 30 Last 90	·	3 40 150
Instrument Rating(s) - AIRPL	ANE					

----Narrative----

1

1 1

THE PILOT REPORTED THAT HE LOST CONTROL OF THE AIRCRAFT. THE PLANE CRASHED APPROXIMATELY 500 FEET OFF THE DEPARTURE END OF THE AIRSTRIP. THE FLIGHT WAS A PART 135 ON-DEMAND AIR TAXI FLIGHT. AT THE TIME OF THE ACCIDENT, THE AIRCRAFT WAS ABOVE MAXIMUM CERTIFIED GROSS TAKEOFF WEIGHT. DURING A TELEPHONE INTERVIEW WITH THE PILOT, HE STATED THAT HE KNEW THE AIRCRAFT WAS OVERLOADED.

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File No 46	5 7/22/88	DILLINGHAM, AK	A/C Reg. No. N29148	Time (Lcl) - 1215 ADT
Phase of Operation 1. AIRSPEED - NOT A 2. AIRCRAFT WEIGHT	ATTAINED - PILOT I AND BALANCE - EXC	L CLIMB	D	
Occurrence #2	IN FLIGHT COLLIS TAKEOFF - INITIA	ION WITH TERRAIN/WATER		

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Type Operating Certificate-ON-DEMAND AIR	ΓΑΧΙ	Aircraft Damage			Injur	ies	
Name of Carrier -ARMSTRONG AIR		SUBSTANTIAL		Fatal	Serious		None
Type of Operation -NON SCHED,DOME		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 135 Accident Occurred During -LANDING - ROLL		NONE	Pass	0	• 1	2	2
Make/Model - CESSNA 207A	Eng Make/M	odel - CONTINENTAL	IO-520		Installed/A		•
Landing Gear - TRICYCLE-FIXED	Number Eng			St	all Warnin	g Syste	m - YES
Max Gross Wt - 3800		e - RECIP-FUEL	INJECTED				
No. of Seats - 7	Rated Powe	r - 300 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport P			
Wx Briefing - NO RECORD OF BRIEFING	Last Depart			ON AIRF	PORT		
Method - N/A	NEW STUYA	HOK,AK					
Completeness - N/A	Destination	00 (1110		Airport Da			
Basic Weather - VMC Wind Dir/Speed- VARIABLE	SAME AS A				NAK, AK Ident -	UNK/NR	
Visibility - 40.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - UNK/NR	• •	ght Plan - COMPANY	(VFR)		Surface -		
Lowest Ceiling - 2000 FT BROKEN		arance - NONE				WET	
Obstructions to Vision- NONE	Type Apch/L	ndg - FULL ST	OP	-			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
 -Personnel Information							
	ge- 28		Certificat			IVERS/L	IMIT
	iennial Flight R			t Time (Ho			
COMMERCIAL	Current			2000	Last 24		12
SE LAND	Months Since	- 1 Make	/Model-		Last 30		
	Aircraft Type		rument- UN i-Eng - UN		Last 90 Rotorcr		
		Murt			Rotorer	ω,ι "	
Instrument Rating(s) - AIRPLANE							

THE AIRCRAFT TOUCHED DOWN APPROXIMATELY 2/3 OF THE WAY DOWN THE RUNWAY. DURING THE LDG ROLL, AIRCRAFT HIT A RUT ON THE RUNWAY. THE PLANE NOSED OVER AND CAME TO REST ON ITS BACK, OFF THE DEPARTURE END OF THE RWY. THE FAA FLT INFO PUBLICATION STATES THAT THIS ARPT'S RWY IS UNUSABLE AFTER HEAVY RAIN AND SHOULD BE INSPECTED PRIOR TO USE. THE AIRPORT IS NOT ATTENDED.

1

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File No 4	09 7/23/88	KONGIGANAK, AK	A/C Reg. No. N1773	3U Time (Lc1) - 1005 ADT
Occurrence #1 Phase of Operation				
2. GO-AROUND - NOT 3. TERRAIN CONDITI 4. PROPER TOUCHD		IN COMMAND R - PILOT IN COMMAND		
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation			•	
Probable Cause				
The National Transpo	rtation Safety Boar	d determines that the	Probable Cause(s) of thi	s accident

is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5

asic Information Type Operating Certificate-NONE (GENERAL A		noft Domona			Turitium		
Type operating certificate-none (General A		raft Damage STANTIAL		Fatal	Injur Serious		r Non
Type of Operation -PERSONAL	Fire	-	Crew			0	
Flight Conducted Under -14 CFR 91	NON	E	Pass		1 0	1	Ō
Accident Occurred During -DESCENT							
ircraft Information							
Make/Model - PIPER PA-32	Eng Make/Model -	LYCOMING IO-540)	ELT	Installed/A	ctivat	ed - YES/
Landing Gear - TRICYCLE-FIXED	Number Engines -			S	tall Warnin	g Syst	em - YES
Max Gross Wt - 3400	Engine Type -		CTED				
No. of Seats - 6	Rated Power -	300 HP					
nvironment/Operations Information							
eather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Po	int		OFF AI	RPORT/STRIP		
	SAME AS ACC/INC				- • -		
Completeness - N/A Basic Weather - VMC	Destination			Airport D SAND P			
Wind Dir/Speed- 040/010 KTS	LOCAL				Ident -	22	
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -		/ 150
	Type of Flight Pl	an - NONE			Surface -		
Lowest Ceiling - 1200 FT BROKEN	Type of Clearance	- NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE					
Precipitation - NONE		•					
Condition of Light - DAYLIGHT							
ersonnel Information							
	e - 26					IVERS/	LIMIT
Certificate(s)/Rating(s) Bie COMMERCIAL,ATP,CFI	ennial Flight Review Current - YES		Figr	nt Time (H	ours) Last 24	1100	
SE LAND, ME LAND	Months Since - 1						
JE EAND, ME EAND	Aircraft Type - PA-	32 Instrume	ent-	40	Last 90		
		Multi-En				24,5	000
Instrument Rating(s) - AIRPLANE							

THE PILOT REPORTED THAT THE AIRCRAFT HAD HIGH OIL TEMP AND MODERATE VIBRATIONS. THE AIRCRAFT WAS LANDED AT SAND POINT AND A COMPANY MECHANIC ARRIVED TO INSPECT THE AIRCRAFT. THE OIL QUANTITY WAS CHECKED AND A RUN-UP PERFORMED. THE MECHANIC REPORTED THAT NO PROBELMS WERE FOUND SO HE RELEASED THE AIRCRAFT FOR FLIGHT. THE AIRCRAFT HAD JUST DEPARTED THE RUNWAY. SHORTLY AFTER LIFTOFF, APPROXIMATELY 50 FEET M.S.L., THE ENGINE QUIT. THE AIRCRAFT CRASHED INTO THE WATER ABOUT 300 FEET FROM SHORE. AFTER THE ACCIDENT THE AIRCRAFT SANK INTO 80 TO 90 FEET OF WATER. THE AIRCRAFT WAS NOT RECOVERED.

File No 4	66 7/26/88	SAND POINT,AK	A/C Reg. No. N493CA	Time (Lc1) - 1635 ADT
Occurrence #1 Phase of Operation		OWER(TOTAL) - MECH FAIL L CLIMB	URE/MALF	
Finding(s) 1. LUBRICATING SYS 2. POWERPLANT - VI 3. MAINTENANCE,INS	BRATION	URE T - INADEQUATE - OTHER	MAINTENANCE PSNL	
Occurrence #2 Phase of Operation		ION WITH TERRAIN/WATER	· · ·	
Probable Cause			·	
The National Transpo	rtation Safety Boa	rd determines that the	Probable Cause(s) of this accide	ent

is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

-Basic Information		Admanaßt Damana			Tanicon		
Type Operating Certificate-NONE ((SENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious	nes Minor	None
Type of Operation -PERSONA	AL.	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR	91	NONE	Pass	Ō	Ō	Ō	0
Accident Occurred During -LANDING	3						
-Aircraft Information							
Make/Model - CESSNA 180A	Eng Make/	Model - CONTINENTA	L 0-470-K	ELT I	nstalled/A	ctivated	- YES/NC
Landing Gear - TAILWHEEL-ALL FIXE		gines – 1			all Warnin	ng System	- YES
Max Gross Wt - 2650		pe - RECIPROCAT	ING-CARBURE	TOR			
No. of Seats - 4	Rated Pow	er - 230 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRI				ON AIRS	TRIP		
Method - N/A	WHITEHOR						
Completeness - N/A Basic Weather - VMC	Destination NORTHWAY			Airport Da NORTHWA			
Wind Dir/Speed- 340/005 KTS	NURTHWAT	, AK				04	
Visibility - 40.0 SM	ATC/Airspace				Lth/Wid -	-	100
Lowest Sky/Clouds - 5000 F1					Surface -		100
	Type of Cl				Status -		
Obstructions to Vision- NONE		Lndg - TRAFFI	C PATTERN	,			
Precipitation - NONE		3					
Condition of Light - DAYLIGH	r						
 -Personnel Information							
Pilot-In-Command	Age - 45	Medical	Certificat	e - VALID	MEDICAL-NO	WAIVERS/	'LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Medical Review	Fligh	nt Time (Ho	ours)		
COMMERCIAL	Current	– NO Tota	al -				1
SE LAND	Months Since	- UNK/NR Make	e/Model-	35	Last 30) Days-	24
	Aircraft Typ	e - UNK/NR Ins	trument-	0	Last 90	Days-	35
Instrument Rating(s) - NONE							

HE REPORTEDLY HAD ALSO GROUND-LOOPED THE SAME AIRPLANE WHEN HE LANDED AT WHITHORSE, CANADA, JUST PRIOR TO THE LANDING AT NORTHWAY. A POST-ACCIDENT INSPECTION OF THE AIRPLANE DISCOVERED THAT THE RIGHT RUDDER RETURN SPRING WAS NOT CONNECTED, CAUSING THE AIRPLANE TO VEER TO THE LEFT UPON TOUCHDOWN. THE PILOT HAD RECENTLY PURCHASED THE AIRPLANE AND WAS ON A PLEASURE FLIGHT TO ALASKA. HIS TOTAL TAIL-WHEEL EXPERIENCE AT THE TIME OF THE ACCIDENT WAS ABOUT 35 HOURS.

7/27/88 A/C Reg. No. N5327D Time (Lcl) - 1119 ADT File No. - 525 NORTHWAY, AK LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. FLT CONTROL SYST, RUDDER CONTROL - DISCONNECTED 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND 3. Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT Phase of Operation LANDING - ROLL ----------Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

Weather Data Itinerary Airport Proximity Wx Briefing - NVA Destination ON AIRSTRP Method - N/A Destination Airport Data Basic Weather - VMC ANCHORAGE,AK ANCHORAGE Wind Dir/Speed-030/005 KTS ANCHORAGE,AK ANCHORAGE Wind Dir/Speed-030/005 KTS ATC/Airspace Runway Ident - 14 Lowest Csiling - 7000 FT OVERCAST Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Csiling - 7000 FT OVERCAST Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE DRY -Personnel Information Pight Time (Hours) Flight Time (Hours) PIGUTERS/LIMIT Personnel Information PIST Current - YES Total - 1596 Last 24 Hrs - 1 SE LAND,SE SEA Months Since - 21 Make/Model - 1100 Last 30 Days - 25 Aircraft Type - PA-18 Instrument Rating(s) - NONE - NONE Last 90 Days - 78 Instrument Rating(s) - NONE - NONE Last 90 Days - 78 Aircraft Type - PA-18 GOUND-LOOPED WHILE NDING AT	 Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL 	L AVIATION)	Aircraft	D				
Type of OperationPERSONAL Fire Crew 0 0 0 0 1 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 1 Accident Occurred During -LANDING 0.520-A2A ELT Installed/Activated - YES/NO Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1 Stall Warning System - NO Make/Model - PIPER PA-18 Eng Make/Model - LYCOMING 0-320-A2A ELT Installed/Activated - YES/NO Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1 Stall Warning System - NO Max Gross Wt - 1850 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 150 HP Environment/Operations Information Weather Data Itinerary Airport Proximity W & Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRSTRIP Weather Data Itinerary Airport Data Basic Weather - VMC ANCHORAGE AK ANCHORAGE Wind Dir/Speed - 030/005 KTS TATC/Airspace Runway Ident - 14 Visibility - 60.0 SM ATC/Airspace NONE RUNWAY SUFACE, NONE RUNway Status - DRY Obstructions to Vision- NONE Type of Clearance - NONE Runway Status - DRY Dostructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Type Apch/Lndg - STRAIGHT-IN Presonel Information Piot-In-Command Age - 56 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Presonel Information Piot-In-Command Age - 56 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Presonel Information Priot-In-Command Age - 56 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Presonel Information PRIVATE ELAND,SE SEA Month Since - 21 Make/Model - 1100 Last 30 Days - 78 Instrument Rating(s) - NONE Narrative E PRIVATE PILOT AND HIS PASENGER WERE UNINJURED WHEN THEIR PIPER PA-18 (SUPER CUB) GROUND-LOOPED WHILE VING AT ANCHORAGE INFORMATIONAL AIRPORT, ANCHORAGE, AK. THE PILOT STATED THAT THE RIGHT ANDIN GEAR E "GRABBED" WHEN IT TOUCHED THE RESULTING GROUND-LOOP IF HE HAD APPLIED THE LEST BARKS SONER. THE AIRPLANE WAS						•		•
P11ght Conducted Under -14 CFR 91 NONE Pass 0 0 1 Accident Occurred During -LANDING Pass 0 0 1 -Aiccraft Information Make/Model - PIPER PA-18 Eng Make/Model - LYCOMING 0-320-A2A ELT Installed/Activated - YES/NO Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1 Stall Warning System - NO Max Gross Wt - 1800 Engine Type - RECIPROCATING-CARBURETOR Stall Warning System - NO Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRSTRIP Wethod - N/A Destination Airport Data Basic Weather - WC ANCHORAGE,AK ANCHORAGE Wind Dir/Speed 3000 KTS ANCHORAGE,AK Runway Lith/Wid - 10436/ 150 Uowest Sky/Clouds - 4500 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Sky/Clouds - 4500 FT SCATTERED Type of Flight Plan - NONE Runway Status - DRY Obstructions to Vision - NONE Current - YES Total - 1596 Last 30 Days - 25								
Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-18 Eng Make/Model - LYCOMING 0-320-A2A ELT Installed/Activated - YES/MO Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1 Stall Warning System - NO Maxe Model - 1850 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 150 HP 	Flight conducted Under -14 CFR 91				• · · •		•	
Aircraft Information Make/Model - PIPER PA-18 Landing Gear - TRICYCLE-RETRACTABLE Maxe Oross Wt - 1850 No. of Seats - 2 Weather Data We Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Lowest Sky/Clouds - 4500 FT SCATTERED Type of Flight Plan - NONE Lowest Sky/Clouds - 4500 FT SCATTERED Type of Flight Plan - NONE Condition of Light - DAYLIGHT Personnel Information PilotIn-Command PRIVATE SE LAND,SE SEA Instrument Rating(s) - NONE Lowest Caling (s) - NONE	Apple dent Open unned Duning LANDING		NUNE	Pa	iss 0	0	0	
Make/Model - PIPER PA-18 Eng Make/Model - LYCOMING D-320-A2A ELT Installed/Activated - YES/MO Max Gross Wt - RECYPROCATING-CARBURETOR Stall Warning System - NO Max Gross Wt - 1850 Rated Power - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 150 HP	ACCIDENT UCCURRED DURING -LANDING							
Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1 Stall Warning System - NO Max Gross Wt - 1850 Rated Power - 150 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRSTRIP Method - N/A PALMER,AK Airport Data Basic Weather - VMC ANCHORAGE,AK ANCHORAGE,AK ANCHORAGE Visibility - 60.0 SM ATC/Airspace Runway Lth/Wid - 10496/ 150 Lowest Ceiling - 7000 FT OVERCAST Type of Clearance - NONE Runway Lth/Wid - 10496/ 150 Lowest Ceiling - 7000 FT OVERCAST Type of Clearance - NONE Runway Status - DRY ODStructions to Vision-NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Age - 56 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Condition of Light - DAYLIGHT Personnel Information PilotI-n-Command Age - 56 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1596 Last 24 Hrs - 1 SE LAND,SE SEA Months Since - 21 Make/Model - 1100 Last 30 Days - 25 Aircraft Type - PA-18 Instrument - 0 Last 90 Days - 78 Instrument Rating(s) - NONE Narrative HE PRIVATE PILOT AND HIS PASENGER WERE UNINJURED WHEN THEIR PIPER PA-18 (SUPER CUB) GROUND-LOOPED WHILE KNOING AT ANCHORAGE INFERNATIONAL AIRPORT, ANCHORAGE, AK. THE PILOT STATED THAT THE RIGHT MAIN LANDING GEAR KRE "GRABBED" WHEN IT TOUCHED THE PAVED RUNWAY SURFACE, AND THE AIRPLANE TURNED ABRUPTLY TO THE RIGHT. HE STATED AT HE COULD HAVE AVOIDED THE RESULTING GROUND OF IF HE HAD APPLIED THA ELEFT BAKE SOONERS. THE AIRPLANE WAS								
Max Gröss Wt - 1850 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 2 Rated Power - 150 HP	Make/Model - PIPER PA-18	Eng Make/N	Model - LYCO	MING 0-320-A24	L EL			
No. of Seats - 2 Rated Power - 150 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wr.Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRSTRIP Method - N/A PALMER,AK ON AIRSTRIP Method - N/A Destination Airport Data Basic Weather - VMC ANCHORAGE,AK ANCHORAGE Wind Dir/Speed-030/005 KTS Runway Ident - 14 Visibility - 60.0 SM ATC/Airspace Runway Ident - 14 Visibility - 60.0 SM ATC/Airspace Runway Lth/Wid - 10496/ 150 Lowest Sky/Clouds - 4500 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - 7000 FT OVERCAST Type of Clearance - NONE Runway Surface - ASPHALT Lowest ceiling - 7000 FT OVERCAST Type of Clearance - NONE Runway Status - DRY Obstructions to Vision - NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Personnel Information Pilot-In-Command Age - 56 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1596 Last 24 Hrs - 1 SE LAND,SE SEA Months Since - 21 Make/Model- 1100 Last 30 Days- 25 Aircraft Type - PA-18 Instrument - 0 Last 90 Days- 78 Instrument Rating(s) - NONE Narrative HE PRIVATE PILOT AND HIS PASSENGER WERE UNINJURED WHEN THEIR PIPER PA-18 (SUPER CUB) GROUND-LODPED WHILE NDING AT ANCHORAGE INTERNATIONAL AIRPORT, ANCHORAGE, AK. THE PILOT STATED THAT THE RIGHT MAIN LANDING GEAR NDING AT ANCHORAGE INTERNATIONAL AIRPORT, ANCHORAGE, AK. THE PILOT STATED THAT THE RIGHT MAIN LANDING GEAR NDING AT ANCHORAGE INTERNATIONAL AIRPORT, ANCHORAGE, AK THE PILOT STATED THAT HE RIGHT MAIN LANDING GEAR NDING AT ANCHORAGE INTERNATIONAL AIRPORT, ANCHORAGE, AK THE PILOT STATED THAT THE RIGHT MAIN LANDING GEAR NDING AT ANCHORAGE INTERNATIONAL AIRPORT, ANCHORAGE, AK THE PILOT STATED THAT THE RIGHT MAIN LANDING GEAR NDING AT ANCHORAGE INTERNATIONAL AIRPORT, ANCHORAGE, AK THE PILOT STATED THAT THE RIGHT MAIN LANDING GEAR NDING AT ANCHORAGE INTERNATIONAL AIRPORT, ANCHORAGE, AK THE PILOT STATED THAT THE RIGH	Landing Gear - TRICYCLE-RETRACTABLE	Number Eng	gines - 1			Stall Warni	ng System	- NO
Environment/Operations Information Weather Data Itinerary Airport Proximity ON AIRSTRP Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRSTRP Method - N/A Destination Airport Data Basic Weather - VMC ANCHAGE, AK ANCHORAGE Wind Dir/Speed-030/005 KTS Runway Ident - 14 Visibility - 60.0 SM ATC/Airspace Runway Lth/Wid - 10496/ 150 Lowest Sky/Clouds - 4500 FT SCATTERED Type of Flight Plan - NONE Runway Lth/Wid - 10496/ 150 Lowest Sky/Clouds - 4500 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - 7000 FT OVERCAST Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 56 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1596 Last 24 Hrs - 1 SE LAND,SE SEA Months Since - 21 Make/Model - 1100 Last 30 Days - 25 Aircraft Type - PA-18 Instrument - 0 Last 90 Days - 78 Instrument Rating(s) - NONE Narrative HE PRIVATE PILOT AND HIS PASSENGER WERE UNINJURED WHEN THEIR PIPER PA-18 (SUPER CUB) GROUND-LOOPED WHILE NDING AT ANCHORAGE INTERNATIONAL AIRPORT, ANCHORAGE, AK. THE PILOT STATED THAT THE RIGHT MAIN LANDING GEAR RTE "GRABBED" WHEN IT TOUCHED THE PAVED RUNWAY SUFFACE, AND THE AIRPLANE TURNED ABRUPTLY TO THE RIGHT. HE STATED TAT HE COULD HAVE AVOIDED THE RESULTING GROUND-LOOP IF HE HAD APPLIED THE LET BRAKE SOORE, THE AIRPLANE WAS	Max Gross Wt - 1850	Engine Typ	be - RECI	PROCATING-CARE	BURETOR			
Weather Data Itinerary Airport Proximity W Briefing -NO RECORD OF BRIEFING Last Departure Point ON AIRSTRIP Method -N/A Destination Airport Data Basic Weather - WMC ANCHORAGE ANCHORAGE Wind Dir/Speed-030/005 KTS ANCHORAGE Runway Ident - 14 Visibility - 60.0 SM ATC/Airspace Runway Ident - 14 Lowest Sky/Clouds - 4500 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Obstructions to Vision- NONE Type of Clearance - NONE Runway Status DRY Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT - YES Total - 1596 Last 24 Hrs - 1 SE LAND, SE SEA Months Since - 21 Make/Model - 1100 Last 30 Days 25 Aircraft Type - PA-18 Instrument- 0 Last 90 Days 78 Instrument Rating(s) - NONE - NONE - 1596 Last 30 Days 25 Aircraft Type - PA-18 Instrument - 0 Last 90 Days 78 Instrument Rating(s) - NONE	No. of Seats - 2	Rated Powe	er - 1	50 HP		~		
Weather Data Itinerary Airport Proximity W Briefing -NO RECORD OF BRIEFING Last Departure Point ON AIRSTRIP Method -N/A Destination Airport Data Basic Weather - WMC ANCHORAGE ANCHORAGE Wind Dir/Speed-030/005 KTS ANCHORAGE Runway Ident - 14 Visibility - 60.0 SM ATC/Airspace Runway Ident - 14 Lowest Sky/Clouds - 4500 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Obstructions to Vision- NONE Type of Clearance - NONE Runway Status DRY Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT - YES Total - 1596 Last 24 Hrs - 1 SE LAND, SE SEA Months Since - 21 Make/Model - 1100 Last 30 Days 25 Aircraft Type - PA-18 Instrument- 0 Last 90 Days 78 Instrument Rating(s) - NONE - NONE - 1596 Last 30 Days 25 Aircraft Type - PA-18 Instrument - 0 Last 90 Days 78 Instrument Rating(s) - NONE	-Fnvironment/Operations Information							
Wx Briefing - NO RECORD OF BRIEFING Last Départure Point ON AIRSTRIP Method - N/A PALMER,AK Airport Data Basic Weather - VMC ANCHORAGE,AK ANCHORAGE Wind Dir/Speed-030/005 KTS Runway Ident - 14 Visibility - 60.0 SM ATC/Airspace Runway Ident - 14 Lowest Sky/Clouds - 4500 FT SCATTREED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - 7000 FT OVERCAST Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT - 56 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1596 Last 24 Hrs - 1 SE LAND, SE SEA Months Since - 21 Make/Model-1 100 Last 90 Days- 78 Instrument Rating(s) - NONE - NONE - Station - 0 Last 90 Days- 78 Instrument Rating(s) - NONE - NONE <td>• •</td> <td>Itinerarv</td> <td></td> <td></td> <td>Airpor</td> <td>t Proximitv</td> <td></td> <td></td>	• •	Itinerarv			Airpor	t Proximitv		
Method - N/A PALMER,AK Completeness - N/A Destination Airport Data Basic Weather - VMC ANCHORAGE,AK Runway Ident - 14 Wind Dir/Speed-030/005 KTS Runway Itom - 14 Runway Lth/Wid - 10496/ Visibility - 60.0 SM ATC/Airspace Runway Lth/Wid - 10496/ 150 Lowest Sky/Clouds - 4500 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - 7000 FT OVERCAST Type of Clearance - NONE Runway Status - DRY Obstructions to Vision NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision NONE Type of Clearance - NONE Runway Status - DRY Obstructions to Vision NONE Type of Clearance - NONE Runway Status - DRY Obstruction of Light - DAYLIGHT - - - DAYLIGHT Personnel Information Flight Review Flight Time (Hours) - - 1 PRIVATE Current <t< td=""><td></td><td></td><td>ture Point</td><td></td><td>•</td><td></td><td></td><td></td></t<>			ture Point		•			
Completeness - N/A Destination Airport Data Basic Weather - VMC ANCHORAGE,AK ANCHORAGE Wind Dir/Speed 030/005 KTS ATC/Airspace Runway Ident - 14 Visibility - 60.0 SM ATC/Airspace Runway Ident - 14 Visibility - 60.0 SM ATC/Airspace Runway Lth/Wid - 10496/ 150 Lowest Sky/Clouds - 4500 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - 7000 FT OVERCAST Type of Clearance - NONE Runway Status - DRY Obstructions to Vision - NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Type Apch/Lndg - STRAIGHT-IN Condition of Light - DAYLIGHT - NONE Condition of Light - DAYLIGHT Elennial Flight Review Flight Time (Hours) Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1596 Last 30 Days- 25 Aircraft Type - PA-18 Instrument - 0 Last 90 Days- 78 Instrument Rating(s) - NONE - Nothorage, AK. THE PILOT STATED THAT THE RIGHT MAIN LANDING GEAR "e RIVATE FILOT AND HIS PASSENGER WERE UNINJURED WHEN THEIR PIPER PA-18 (SUPER CUB) GROUND-LOOPED WHILE NDING AT ANCHORAGE INTERNATIONAL AIRPORT, ANCH	–							
Basic Weather - VMC ANCHORAGE,AK ANCHORAGE Wind Dir/Speed-030/005 KTS Runway Ldn/Wid - 14 Runway Ident - 14 Visibility - 60.0 SM ATC/Airspace Runway Lth/Wid - 10496/ 150 Lowest Sky/Clouds - 4500 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - 7000 FT OVERCAST Type of Flight Plan - NONE Runway Surface - ASPHALT Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Type Apch/Lndg - STRAIGHT-IN Precipitation of Light - DAYLIGHT Condition of Light - Pilot-In-Command Age - Gertificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 156 SE LAND,SE SEA Months Since - 21 Make/Model- 1100 Last 30 Days- 25 Aircraft Type - PA-18 Instrument- 0 Last 90 Days- 78 Instrument Rating(s) - NONE - - - Narrative - RUNAY SUPER CUB) GROUND-LOOPED WHILE - NDING AT ANCHORAGE INTERNATIONAL AIRPORT, ANCHORAGE, AK.	······································				Airport	Data		
Wind Dir/Speed- 030/005 KTS Runway Ident - 14 Visibility - 60.0 SM ATC/Airspace Runway Lth/Wid - 10496/ 150 Lowest Sky/Clouds - 4500 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - 7000 FT OVERCAST Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT - DAYLIGHT - Oddition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 56 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1596 Last 24 Hrs - 1 SE LAND,SE SEA Months Since - 21 Make/Model - 1100 Last 30 Days - 25 Aircraft Type - PA-18 Instrument - 0 Last 90 Days - 78 Instrument Rating(s) - NONE								
Visibility - 60.0 SM ATC/Airspace Runway Lth/Wid - 10496/ 150 Lowest Sky/Clouds - 4500 FT SCATTERED Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling - 7000 FT 0VERCAST Type of Clearance - NONE Runway Surface - ASPHALT Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Runway Status - DRY Precipitation - NONE Type Apch/Lndg - STRAIGHT-IN Runway Status - DRY Personnel Information - NONE Ge - 56 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1596 Last 24 Hrs - 1 SE LAND,SE SEA Months Since - 21 Make/Model- 1100 Last 30 Days- 25 Aircraft Type - PA-18 Instrument O Last 90 Days- 78 Instrument Rating(s) - NONE Narrative HE PRIVATE PILOT AND HIS PASSENGER WERE UNINJURED WHEN THEIR PIPER PA-18 (SUPER CUB) GROUND-LOOPED WHILE ANDING AT ANCHORAGE INTERN		/	_ , /				- 14	
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Lowest Ceiling - 7000 FT OVERCAST Type of Clearance - NONE Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - STRAIGHT-IN Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 56 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 1596 Last 24 Hrs - 1 SE LAND,SE SEA Months Since - 21 Make/Model - 1100 Last 30 Days - 25 Aircraft Type - PA-18 Instrument - 0 Last 90 Days - 78 Instrument Rating(s) - NONE Narrative HE PRIVATE PILOT AND HIS PASSENGER WERE UNINJURED WHEN THEIR PIPER PA-18 (SUPER CUB) GROUND-LOOPED WHILE NNDING AT ANCHORAGE INTERNATIONAL AIRPORT, ANCHORAGE, AK. THE PILOT STATED THAT THE RIGHT MAIN LANDING GEAR IRE "GRABBED" WHEN IT TOUCHED THE PAVED RUNWAY SURFACE, AND THE AIRPLANE TURNED ABRUPTLY TO THE RIGHT. HE STATED THAT HE COULD HAVE AVOIDED THE RESULTING GROUND-LOOP IF HE HAD APPLIED THE LEFT BRAKE SOONER. THE AIRPLANE WAS			ight Plan -	NONE				
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WITH OTEN SILLO GO TINES.								
	THED WITH OVER SIZED SO FIRES.							

7/27/88 A/C Reg. No. N8653Y Time (Lc1) - 1103 ADT File No. - 533 ANCHORAGE, AK -----Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND _____ Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT Phase of Operation LANDING - ROLL ----_____ ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Basic Information							
Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Dam	age		Inju	ries	
		SUBSTANTIAL		Fatal	Serious		• None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	1
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - PIPER PA-14		Model - LYCOMIN		ELT	Installed/	Activate	ed - YES/N
Landing Gear - TAILWHEEL-ALL FIXED		gines – 1			tall Warni	ng Syste	em – NO
Max Gross Wt - 1850		pe - RECIPRO		ETOR			
No. of Seats - 2	Rated Pow	er - 150	HP				
Invironment/Operations Information							
leather Data	Itinerary			Airport	Proximity		
W× Briefing - NO RECORD OF BRIEFING	Last Depar	ture Point		OFF AI	RPORT/STRI	Р	
Method - N/A	ANCHORAG	E,AK					
Completeness - N/A	Destination	,		Airport D	ata		
Basic Weather - VMC	KUSTATAN	RIVER,AK					
Wind Dir/Speed- 010 KTS						- N/A	
Visibility - 40.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - UNK/NR		ight Plan - NON			Surface		
Lowest Ceiling - 8000 FT BROKEN				Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/	Lndg - STR	AIGHT-IN				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
	ge - 54		cal Certifica			AIVERS/L	IMIT
	iennial Flight	Review	Flig	ht <u>T</u> ime (H	ours)		
PRIVATE	Current	- YES	Total -	163	Last 2		
SE LAND	Months Since	- 3	Make/Model-	163	Last 30		
	Aircraft Type	e - PA-14	Instrument-	0	Last 90	0 Days-	39

----Narrative----

THE PRIVATE PILOT WAS ATTEMPTING TO LAND HIS PIPER PA-14 AIRPLANE AT A REMOTE BEACH FISHING SITE IN GUSTY CROSSWIND CONDITIONS. HE REPORTEDLY ENCOUNTERED A WIND GUST UPON TOUCH DOWN, LOST DIRECTIONAL CONTROL AND STRUCK AN ABANDONED HUNTING SHACK AND AN UNOCCUPIED, PARKED AIRPLANE.

File No 526	7/27/88 KUSTATAN RIVER, AK	A/C Reg. No. N5135H	Time (Lc1) - 1850 ADT
Occurrence #1 LOSS Phase of Operation LAND			
Finding(s) 1. WEATHER CONDITION - CF 2. WEATHER CONDITION - GU 3. DIRECTIONAL CONTROL 4. REMEDIAL ACTION - IMPF	JSTS - NOT MAINTAINED - PILOT IN COM		
Occurrence #2 ON GF Phase of Operation LAND	ROUND COLLISION WITH OBJECT		
Finding(s) 5. OBJECT - BUILDING(NONF	RESIDENTIAL)		

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

File No 527 7/30/88 PILO	POINT,AK	A/C Reg. No.	N2212F	T 	ime (Lc1) -	1405 ADT	
Basic Information Type Operating Certificate-NONE (GENER/	AL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass		0 0		1 0
Aircraft Information Make/Model - PIPER PA-28-140 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2150 No. of Seats - 4	Number Eng Engine Typ	odel - LYCOMING (ines - 1 e - RECIPROCAT r - 150 HP	ING-CARBURE	S	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 20.0 SM Lowest Sky/Clouds - N/A Lowest Ceiling - 1500 FT BROM Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	PILOT POI Destination NAKNEK,AK ATC/Airspace Type of Fli KEN Type of Cle	NT,AK ght Plan - NONE		OFF AI Airport D Runway Runway Runway		N/A N/A GRASS/TUR	۶F
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) NONE	Age - UNK/NR Biennial Flight R Current Months Since Aircraft Type	eview -N/A Tot -N/A Mak -N/A Ins	l Certificat Fligh tal - UNI (e/Model- strument- UNI lti-Eng - UNI	t Time (H K/NR 2 K/NR	ours) Last 24 Last 30 Last 90	Hrs - UNA Days- UNA Days- UNA aft - UNA	(/NR (/NR
Instrument Rating(s) - NONE							

----Narrative----

THE NON-CERTIFICATED PILOT REPORTED THAT HE HAD JUST PURCHASED THE ACCIDENT AIRPLANE THE PRECEDING DAY, AND HAD ONLY FLOWN IT FOR A PERIOD OF TWO HOURS OR SO. ON THE ACCIDENT FLIGHT, HE HAD BEEN AIRBORNE LESS THAN 10 MINUTES WHEN THE ENGINE REPORTEDLY BEGAN RUNNING ROUGH AND THEN SEIZED A FEW MINUTES LATER. HE MADE AN EMERGENCY LANDING IN A RELATIVELY FLAT, TUNDRA LIKE AREA, DURING WHICH THE AIRPLANE NOSED-OVER. THE CAUSE OF THE POWERLOSS WAS NOT DETERMINED.

OSS OF ENGINE POW	ER		
RUISE - NORMAL			
ERMINED	· · · · ·		
	Y		
-			
- ROUGH/UNEVEN			
	RUISE - NORMAL ERMINED ORCED LANDING	ERMINED ORCED LANDING ESCENT - EMERGENCY OSE OVER ANDING - ROLL	RUISE - NORMAL ERMINED ORCED LANDING ESCENT - EMERGENCY

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information						
Type Operating Certificate-NONE (GENERA		aft Damage	C-4-1	Injur Serious		Nama
	SUBS Fire	TANTIAL ·				None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91			rew O ass O	0	0	0
Accident Occurred During -LANDING	NONE		ass 0		0	0
Aircraft Information						
Make/Model - PIPER PA-18		LYCOMING 0-320-A2		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warnin	g System	- NO
Max Gross Wt - 1750		RECIPROCATING-CAR	BURETOR			
No. of Seats - 2	Rated Power -	150 HP				
Environment/Operations Information			· · · · · · · · · · · · · · · · · · ·			
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing ~ NO RECORD OF BRIEFING		nt		RPORT/STRIP		
Method - N/A	VALDEZ, AK			, -		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		•			
Wind Dir/Speed- CALM			Runway	Ident -	N/A	
Visibility - 30.0 SM	ATC/Airspace		Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	in - VFR	Runway	Surface -	DIRT	
Lowest Ceiling - NONE	Type of Clearance	- NONE	Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 40	Medical Certif	icate - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	F	light Time (H	lours)		
PRIVATE	Current - YES	Total	- 2000	Last 24		4
SE LAND	Months Since - 24	Make/Model	- 250	Last 30	Days-	10
	Months Since - 24 Aircraft Type - PA-1	8 Instrument	- 0	Last 90	Days-	40

----Narrative----

THE PRIVATE PILOT WAS ATTEMPTING TO LAND AT A REMOTE BEACH SITE TO JOIN A PILOT FRIEND WHO HAD LANDED THERE EARLIER IN HIS OWN AIRPLANE. THE PILOT ON THE BEACH HAD PLACED A SLEEPING BAG AND OTHER ITEMS IN A HOLE ON THE BEACH TO MARK IT AS A LANDING HAZARD. THE PILOT OF THE ACCIDENT AIRPLANE BELIEVED IT TO BE A MARKER SHOWING THE BEST PLACE TO LAND. HE LANDED DIRECTLY ON THE MARKER, HIT THE HOLE, AND SUBSEQUENTLY NOSED-OVER.

File No. - 528 7/31/88 VALDEZ,AK A/C Reg. No. N8580D Time (Lc1) - 1930 ADT Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. TERRAIN CONDITION - ROUGH/UNEVEN 2. PROPER TOUCHDOWN POINT - NOT SELECTED - PILOT IN COMMAND 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 5. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

File No. - 529 8/02/88 DELTA JUNCTION, AK A/C Reg. No. N1192C Time (Lc1) - 2100 ADT ----Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries SUBSTANTIAL Fatal Serious Minor None -PERSONAL Type of Operation 0 0 Fire Crew 0 1 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 1 Accident Occurred During -LANDING ----Aircraft Information----Make/Model - PIPER PA-18 Eng Make/Model - LYCOMING 0-320 ELT Installed/Activated - UNK/NR Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning System - NO Max Gross Wt - 1750 Engine Type - RECIPROCATING-CARBURETOR No. of Seats -2 Rated Power - 150 HP ----Environment/Operations Information----Weather Data Itinerary Airport Proximity ₩x Briefina - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP - N/A Method DELTA JUNCTION,AK Completeness - N/A Destination Airport Data Basic Weather - VMC SAME AS ACC/INC Wind Dir/Speed- CALM Runway Ident - N/A Visibility - 35.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds -3500 FT SCATTERED Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceilina – NONE Type of Clearance - NONE Runway Status - WET Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT ----Personnel Information----Pilot-In-Command Age - UNK/NR Medical Certificate - UNK/NR Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Total - 180 PRIVATE Current - UNK/NR Last 24 Hrs - UNK/NR Months Since - UNK/NR Aircraft Type - UNK/NR Make/Model- UNK/NR Last 30 Days- UNK/NR Last 90 Days- UNK/NR SE LAND Aircraft Type - UNK/NR Instrument- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - NONE ----Narrative----THE PRIVATE PILOT REPORTED THAT HE WAS ATTEMPTING TO LAND AT AN UNIMPROVED, OFF-AIRPORT LANDING SITE NEAR DELTA JUNCTION. AK. THE LANDING AREA THAT HE SELECTED WAS MUDDIER THAN HE HAD ANTICIPATED, AND THE AIRPLANE DECELERATED TOO RAPIDLY AND NOSED OVER, DAMAGING THE LIFT STRUT. THE PILOT FAILED TO SUBMIT THE REQUIRED ACDT REPORT.

File No 529	8/02/88	DELTA JUNCTION,AK	A/C Reg. No. N1192C	Time (Lcl) - 2100 ADT
				· · · · · · · · · · · · · · · · · · ·
-	OVER ING - ROLL			· · ·
Finding(s)	⁻			
1. TERRAIN CONDITION - S 2. UNSUITABLE TERRAIN -		OT IN COMMAND		
Probable Cause			· · · · · · · · · · · · · · · · · · ·	

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Basic Information							
 Type Operating Certificate-NONE (GENE 	RAL AVIATION)	Aircraft Da			Injur		Nama
Type of Operation -PERSONAL		SUBSTANTI Fire	AL Crew	Fatal O			None 1
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		NONE	Pass	-	0	0	0
Accident Occurred During -TAKEOFF		NONE	1 4 5 5	Ŭ		Ū	Ŭ
-Aircraft Information							
Make/Model - TAYLORCRAFT 15A			NENTAL 0-300				
Landing Gear - TAILWHEEL-ALL FIXED				-	tall Warnin	g System	- NO
Max Gross Wt - 2200			ROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Pow	/er - 14!	5 HP				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
W× Briefing - NO RECORD OF BRIEFI				OFF AI	RPORT/STRIP		
Method - N/A	SAME AS						
Completeness - N/A Basic Weather - VMC	Destinatior LOCAL	· .		Airport D	ата		
Wind Dir/Speed- CALM	LUCAL			Pupway	Ident -	N/A	
Visibility - 25.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 5000 FT SC.	ATTERED Type of F1	ight Plan - Ní	NF		Surface -		
Lowest Ceiling - NONE	Type of Cl	earance - N	DNE		Status -		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type Apch/	Lndg - N	DNE	·····,		.,	
Precipitation - NONE		0					
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 40 Biennial Flight Current	Med	dical Certifica	te – VALID	MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flig	ht Time (H	ours)		
PRIVATE	Current	- YES	Total -	520	Last 24	Hrs -	
SE LAND	Months Since	- UNK/NR	Make/Model-	450	Last 30	Days-	7
	Aircraft Typ	e – UNK/NR	Instrument-	0	Last 90	Days-	16
Instrument Rating(s) - NONE							

File No 5	31 8/04/88	WASILLA,AK	A/C Reg.	No. N6659N	Time (Lcl) - 2210 ADT
Occurrence #1					
Phase of Operation	TAKEOFF - GROUND	RUN			
Finding(s)	· .				
1. TERRAIN CONDITI	ON - NONE SUITABLE				
2. TERRAIN CONDITI	•				
	AIN - SELECTED - PI	LOT IN COMMAND IED - PILOT IN COMMAN	חו		
4. DIRECTIONAL CON					
Occurrence #2	ON GROUND COLLISI	ON WITH OBJECT			
Phase of Operation	TAKEOFF - GROUND	RUN			
Probable Cause					
Probable cause					
The National Transpo	rtation Safety Boar	d determines that th	e Probable Cause(s) of this accid	ent

is/are finding(s) 3,4

File No 530 8/05/88 CHIGNIK,	AK A/C Reg. No. N2	A/C Reg. No. N2723V			Time (Lc1) - 2315 ADT			
-Basic Information Type Operating Certificate-NONE (GENERAL A	SUBSTANTIAL	0	Fatal	Injur Serious	Minor	None		
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF	Fire NONE	Crew Pass	0 0	0 0	0 0	1		
-Aircraft Information Make/Model - CESSNA 172 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2550 No. of Seats - 4	Eng Make/Model - CONTINENTAL Number Engines - 1 Engine Type - RECIP-FUEL I Rated Power - 195 HP			Installed/A tall Warnir				
-Environment/Operations Information Weather Data	T+2		• :	Du				
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point SAME AS ACC/INC			Proximity RPORT/STRIP)			
Completeness - N/A Basic Weather - VMC	Destination LOCAL	4	Airport D					
Wind Dir/Speed- 005 KTS Visibility - 40.0 SM	ATC/Airspace		Runway	Lth/Wid -	N/A N/A			
Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 7000 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE			Surface - Status -	- N/A - N/A			
		Certificate						
Certificate(s)/Rating(s) Bi PRIVATE	ennial Flight Review Current - NO Total		t Time (H 900		Hrs -	4		
SE LAND	Months Since - UNK/NR Make/ Aircraft Type - UNK/NR Instr	Model-	200) Days-	25 25		

Instrument Rating(s) - NONE

----Narrative----

DURING THE TAKEOFF ROLL ON THE BEACH THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT. THE AIRCRAFT NOSED OVER ON ITS BACK.

File No 5	30 8/05/88	CHIGNIK, AK	A/C Reg. No.	N2723V	Time (Lc1) - 2315 ADT
Occurrence #1 Phase of Operation					
2. TERRAIN CONDITI 3. UNSUITABLE TERR	AIN - SELECTED - PI		ND		
Occurrence #2 Phase of Operation		RUN			
Probable Cause					
The National Transpo is/are finding(s) 3,		d determines that t	he Probable Cause(s)	of this ac	ccident

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

asic Information								
Type Operating Certificate-	ON-DEMAND AIR TAX	[Air	craft Damage			Injur	ies	
Name of Carrier Type of Operation Flight Conducted Under	TRAIL LAKE FLYING	SERVICE SU	BSTANTIAL			Serious		None
Type of Operation -	NON SCHED, DOMESTIC	C,PASSENGER Fir	e	Crew	0	0		1
Flight Conducted Under - Accident Occurred During -	14 CFR 135 LANDING	NO	NE	Pass	0	0	0	5
ircraft Information								
Make/Model - CESSNA 207A		Eng Make/Model				Installed/A		
Landing Gear - TRICYCLE-FI	XED	Number Engines	- 1		S	tall Warnir	ig System	- YES
Max Gross Wt ~ 3800		Engine Type		NJECTED				
No. of Seats - 7		Rated Power	- 300 HP					
nvironment/Operations Informations	ation							
eather Data		[tinerary			Airport	Proximity		
Wx Briefing - FSS		Last Departure P	oint		OFF AI	RPORT/STRIP		
Method ~ UNK/NR		SEWARD, AK						
Completeness - UNK/NR		Destination			Airport D	ata		
Basic Weather - VMC		ANCHORAGE, AK			_			
Wind Dir/Speed- VARIABLE		/				Ident -		
Visibility - 70.0		ATC/Airspace				Lth/Wid -	•	
Lowest Sky/Clouds - Cl		Type of Flight P				Surface -		
5	DNE	Type of Clearanc			Runway	Status -	WATER-C	ALM
Obstructions to Vision- N		Type Apch/Lndg	FORCED L					
Precipitation - N Condition of Light - D			FURCED L	ANDING				
ersonnel Information								
Pilot-In-Command	Age	- 30	Medical C	ertificat	e – VALID	MEDICAL-NO	WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Bien	nial Flight Review		Fligh	t Time (H	ours)		
COMMERCIAL, CFI		Current - YE	S Total	-	1300	Last 24		6
SE LAND, SE SEA		Nonths Since - 3	Make/I	Model-	500	Last 30		90
		Aircraft Type - C-	207A Instru	ument-	85	Last 90) Days-	300

Instrument Rating(s) - AIRPLANE

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----Narrative----

AFTER LOSS OF OIL PRESSURE THEN ENGINE FAILURE AT 2,800 FEET MSL, THE PILOT ELECTED TO MAKE AN EMERGENCY LANDING ALONG THE SHORE LINE. AFTER THE PILOT AND PASSENGERS EXITED THE AIRCRAFT, THE AIRPLANE SANK INTO 100 TO 150 FEET OF WATER. NEITHER THE AIRPLANE NOR THE ENGINE WAS RECOVERED.

File No 4	20 8/08/88	COOPER LANDING,AK	A/C Reg. No. N9829M	Time (Lcl) - 1430 ADT
Occurrence #1 Phase of Operation		DWER(TOTAL) - MECH FAILU E	RE/MALF	
Finding(s) 1. LUBRICATING SYS 2. POWERPLANT - FA				
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGEN			
Occurrence #3 Phase of Operation		TOUCHDOWN		
Probable Cause				
The National Transpo is/are finding(s) 1,3		rd determines that the P	robable Cause(s) of this accide	ent

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information						
Type Operating Certificate-NONE (GENERAL A)		ft Damage		Injur		
		NTIAL		Serious		None
Type of Operation -PERSONAL	Fire	Cr	-	0	-	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pa	ss O	0	0	0
Aircraft Information						
Make/Model - PIPER PA-18	Eng Make/Model - L	COMING 0-320	ELI	Installed/		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1750	Number Engines - · Engine Type - RE			tall Warnir	ng system	- NU
No. of Seats - 2		150 HP	URETUR			
Environment/Operations Information						
Veather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	t		RPORT/STRIP	b	
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- CALM			Runway	Ident -	- N/A	
Visibility - 30.0 SM	ATC/Airspace		Runway	Lth/Wid -	- N/A	
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan	- NONE	Runway	Surface -	- N/A	
Lowest Ceiling - 4500 FT BROKEN	Type of Clearance	- NONE	Runway	Status -	- N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command Age	e - 49 ennial Flight Review	Medical Certifi	cate - VALID	MEDICAL-WA	AIVERS/LIM	IT
Certificate(s)/Rating(s) Bie	ennial Flight Review	F1	ight Time (H	ours)		
PRIVATE	Current - YES	Total -	1500	Last 24	1 Hrs -	6
SE LAND	Months Since - 4					20
x	Aircraft Type - C-172	Instrument-	5	Last 90) Days-	22

----Narrative----

AFTER TOUCHDOWN ON THE GRAVEL BAR ALONG THE SIDE OF THE RIVER, THE PILOT LOST CONTROL AND THE AIRPLANE NOSED OVER ON ITS BACK.

File No. - 515 8/08/88 CHANDALAR RIVER, AK A/C Reg. No. N8066C Time (Lcl) - 1630 ADT _____ Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL Finding(s) 1. TERRAIN CONDITION - ROUGH/UNEVEN 2. TERRAIN CONDITION - LOOSE GRAVEL/SANDY 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL ----------Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Basic Information Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries Fatal Serious Minor No			
Type of Operation -INSTRUCTIONA	L	Fire	Crew	0	Ö	0	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	Ō	1
-Aircraft Information Make/Model - PIPER PA-12		odel - LYCOMING 0-2			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1750	Number Eng			S	tall Warnin		•
No. of Seats - 2	Rated Power						
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	•			OFF AI	RPORT/STRIP		
Method - N/A	SAME AS A	CC/INC					
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 290/005 KTS						N/A	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 1000 FT SCAT					Surface -		
Lowest Ceiling - 4000 FT BROK	51			Runway	Status -	N/A	
	Type Apch/Li	nag - NUNE					
Precipitation - RAIN Condition of Light - DAYLIGHT							
-Personnel Information							
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>	Age ~ 30 Biennial Flight Re			e – VALID t Time (H	MEDICAL-NO ours)	WAIVE	RS/LIMIT
STUDENT	Current	- N/A Total	-	50	Last 24	Hrs -	UNK/NR
	Months Since	-N/A Make/	Model- UN	K/NR	Last 30 Last 90	Days-	UNK/NR
	Aircraft Type	- N/A Instr	ument-	0	Last 90	Days-	UNK/NR
Instrument Rating(s) - NONE							

THE STUDENT PILOT LOST DIRECTIONAL CONTROL OF THE AIRPLANE DURING LANDING ON THE TUNDRA. DURING THE ROLLOUT THE AIRPLANE NOSED OVER ON ITS BACK. THE PILOT COULD NOT BE FOUND TO ACCOMPLISH THE REQUIRED ACCIDENT REPORT.

File No !	613 8/08/88	GALENA, AK	A/C Reg. No. N7964H	Time (Lc1) - 0900 ADT
Occurrence #1 Phase of Operation		- ON GROUND		
3. INADEQUATE	ONTROL - NOT MAINT TRANSITION/UPGRADE	AINED - PILOT IN COM TRAINING - PILOT IN YPE OPERATION - PILO	COMMAND	

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Basic Information					- .		
Type Operating Certificate-NONE (GENER)		Aircraft Damag SUBSTANTIAL	e	Fatal	Injur Serious		None
Type of Operation -PERSONAL		Fire	Crew	1 ratai	0		0
Flight Conducted Under -14 CFR 91		NONE		1	ŏ	ŏ	ŏ
Accident Occurred During -DESCENT		NONE	1 400	·	Ŭ	Ŭ	Ũ
Aircraft Information							
Make/Mode1 - ARTIC AIRCRAFT S-1B2		lel - LYCOMING			Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engir	nes - 1		S	tall Warnin	g System	n - NO
Max Gross Wt - 1900	Engine Type	- RECIPROCA	TING-CARBURE	TOR			
No. of Seats - 2	Rated Power	- 150 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING				OFF AI	RPORT/STRIP		
Method - N/A	KOTZEBUE, AK						
Completeness - N/A Basic Weather - VMC	Destination LOCAL			Airport D	ata		
Wind Dir/Speed- 020/020 KTS	LUCAL			Dubway	Ident -	N/A	
Visibility - 35.0 SM	ATC/Airspace					N/A	
Lowest Sky/Clouds - 12000 FT SCA		t Plan - NONE			-	N/A	
Lowest Ceiling - 25000 FT BROK						N/A	
Obstructions to Vision- NONE	Type Apch/Lnd						
Precipitation - NONE		-					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 38 Biennial Flight Rev	Medica	1 Certificat			IVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Rev	1 EW	Fligh	t Time (H			
PRIVATE SE LAND	Current -		tal - ko/Modol-UN	1050	Last 24	Hrs - U	
SE LAND	Months Since - Aircraft Type -	UNK/NR Ma	strument-		Last 90	Days- u	30
	Anonant Type -			U	Last 90	Days-	30
Instrument Rating(s) - NONE							

THE AIRPLANE CRASHED AT 2700 FEET M.S.L. IN A BOX CANYON WHILE MANEUVERING AT LOW LEVEL & SCOUTING FOR SHEEP. THE TOP OF THE RIDGE WAS APPROXIMATELY 3200 FEET M.S.L. THE INVESTIGATION REVEALED THAT THE PILOT WAS TRYING TO OUTCLIMB THE RIDGE WHEN THE AIRPLANE STALLED AND CRASHED. ACCORDING TO WITNESSES THE WINDS IN THE ACC WERE NOT CONDUCIVE TO SAFE OPERATION AND THE PLT HAD BEEN WARNED TO STAY CLEAR. OTHER OPERATORS CANCELED FLTS DURING THE PERIOD OF UNFAVORABLE WINDS IN THE AREA.

File No 522 8/09/88 KOTZEBUE,AK	A/C Reg. No. N58AT	Time (Lcl) - 1800 ADT
Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING		
Finding(s) 1. TERRAIN CONDITION - RISING 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 3. WEATHER CONDITION - UNFAVORABLE WIND 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 5. STALL - INADVERTENT - PILOT IN COMMAND		
Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED		
Finding(s) 6. TERRAIN CONDITION - HIGH TERRAIN		
Probable Cause		
The National Transportation Safety Board determines that the Pro	bable Cause(s) of this accid	dent

is/are finding(s) 2,4,5

Type Operating Certificate-ON-DEMAND AIR TAX Name of Carrier -KUSKO AVIATION Type of Operation -NON SCHED,DOMEST Flight Conducted Under -14 CFR 135 Accident Occurred During -LANDING ircraft Information Make/Model - PIPER PA-32 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3400 No. of Seats - 7	IC,PASSENGER Eng Make/M		amage AL Cre Pas	Fatal w O s O	Injur Serious O O	Minor	
Accident Occurred During -LANDING ircraft Information Make/Model - PIPER PA-32 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3400	Eng Make/M						
Accident Occurred During -LANDING ircraft Information Make/Model - PIPER PA-32 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3400	Eng Make/M			s O	0	0	1
Accident Occurred During -LANDING ircraft Information Make/Model - PIPER PA-32 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3400	Eng Make/M			5 0		0	6
Make/Model - PIPER PA-32 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3400						0	0
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3400							
Max Gross Wt - 3400			IING IO-540-K1A				
					Stall Warnir	ng System	- YES
No. of Seats - /			-FUEL INJECTED	1			
	Rated Powe	er - 30	ю нр				
nvironment/Operations Information	-						
eather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Depart	una Daint		AIRPORT ON AI	Proximity		
Method - N/A	QUINHAGAK			UN AI	PURI		
Completeness - N/A	Destination	, AN		Airport	Data		
Basic Weather - VMC	SAME AS A	CC/INC		KWETH			
Wind Dir/Speed- 150/015 KTS		•		Runwa	yIdent -	- 25	
Visibility - 15.0 SM	ATC/Airspace				y Lth/Wid -		32
Lowest Sky/Clouds - UNK/NR	Type of Fli				y Surface -		
Lowest Ceiling - UNK/NR		arance - N		Runwa	y Status -	- DRY	
Obstructions to Vision- NONE	Type Apch/L	.ndg - F	ULL STOP				
Precipitation - NONE Condition of Light - DAYLIGHT							
ersonnel Information Pilot-In-Command Age	- 43	Me	dical Certific	ate - VALI) MEDICAL-W/	AIVERS/LI	МІТ
	nnial Flight R	leview	Fli	ght Time (Hours)		
COMMERCIAL	Current	- YES	Total -	4600	Last 24	l Hrs -	4
SE LAND, ME LAND	Months Since	- 9	Make/Model- Instrument-	2200	Last 30) Days-	150
	Aircraft Type	e - PA-32	Instrument- Multi-Eng -		Last 90) Days-	340
Instrument Rating(s) - AIRPLANE							
arrative			·,				
ILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT	WHILE LANDIN	IG. AT THE TI	ME OF ACCIDENT	THE WIND	WAS FROM 180	2	
ES AT 15 KNOTS GUSTING 20 KNOTS. THE AIRPLANE	E LANDED ON RU	INWAY 25; AFT	ER TOUCHDOWN T	HE AIRPLAN	E DEPARTED 7	ſHE	

File No 42	8 8/14/88	KWETHLUK, AK	A/C Reg. No. N32062	Time (Lc1) - 1330 ADT
Occurrence #1 Phase of Operation		- ON GROUND		
Finding(s) 1. WEATHER CONDITIO 2. WEATHER CONDITIO 3. COMPENSATION F	N - CROSSWIND	S - INADEQUATE - PILO	T IN COMMAND	
Occurrence #2 Phase of Operation		ION WITH OBJECT		
Finding(s) 4. OBJECT - SIGN				
Probable Cause				
The National Transpor	tation Safety Boa	rd determines that th	e Probable Cause(s) of this acci	dent

is/are finding(s) 3

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information Type Operating Certificate	-ON-DEMAND AIR	TAXI	Aircraft	t Damage			Inju	ries	
Name of Carrier	-VETERAN AIR SE	RVICE, INC.	SUBSTAN	NTIAL		Fatal	Serious	Minor	None
Name of Carrier Type of Operation Flight Conducted Under	-NON SCHED, DOME	STIC, PASSENGER	Fire		Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135		NONE		Pass	0	0	0	1
Accident Occurred During									
Aircraft Information	0 450		1 - 7					• - • • • • - •	
Make/Model - PIPER PA-18 Landing Gear - TAILWHEEL-A		5		COMING 0-320				Activated ng System	
Max Gross Wt - 1800	ALL FINED			CIPROCATING-			tali warni	ng system	163
No. of Seats - 2		Rated Power			OARDORE				
-Environment/Operations Inform	mation								
Weather Data		Itinerary				Airport F	Proximity		
	D OF BRIEFING	Last Departu	ure Point			OFF AI	RPORT/STRI	P	
Method - N/A		SAME AS AG	CC/INC						
Completeness - N/A		Destination			1	Airport Da	ata		
Basic Weather - VMC		LOCAL					T . I		
Wind Dir/Speed- 060/010 H Visibility - 40.0		ATC / A improved					Ident Lth/Wid		
Lowest Sky/Clouds -		ATC/Airspace	abt Dlan	COMPANY (V	ED)		Surface		
Lowest Ceiling - M	NONE	Type of Clea	arance -		IK)		Status		
Obstructions to Vision- N	NONE	Type Apch/L	nda -	- NONE		Kanway	514145	11/ 6	
Precipitation - N		.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	3						
Condition of Light - D									
-Personnel Information									
Pilot-In-Command		ge - 44		Medical Cer				AIVERS/LIM	ĹΤ.
Certificate(s)/Rating(s)	В	iennial Flight Re			Fligh	t Time (Ho	ours)		
COMMERCIAL, CFI			- YES	Total	- :	2300	Last 2	4 Hrs - UNI O Days- UNI O Days- UNI naft - UNI	
SE LAND, ME LAND		Months Since Aircraft Type	- 6	Make/Mo	dei~	700 (/ND	Last 3	O Days- UN	K/NR K/ND
		Aircraft Type	- (-206	Multi-E	ng -	100	Rotorc	raft - UN	K/NR K/NR
	- AIRPLANE								

File No 5	14 8/15/88	ТОК, АК	A/C Reg.	No. N6893B	Time (LC1) - 1	546 ADT
Occurrence #1 Phase of Operation	LOSS OF CONTROL Takeoff - Ground					
2. UNSUITABLE TE 3. TERRAIN CONDITI	· · •		MMAND			
Occurrence #2 Phase of Operation	NOSE OVER TAKEOFF - GROUND	RUN				
Probable Cause		· · · · · · · · · · · · · · · · · · ·				
The National Transpo is/are finding(s) 2,		rd determines that	the Probable Cause(s) of this acci	dent	

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Isic Information		t Domono		Taina	ioc	
Type Operating Certificate-NONE (GENERAL		t Damage	Fatal	Injur Serious		None
Type of Operation -PEPSONAL	Fire		0	0	0	1
Type of Operation-PERSONALFlight Conducted Under-14 CFR 91	NONE	Pass	ŏ	ŏ	ő	ò
Accident Occurred During -TAKEOFF	NONE	1 400		Ŭ	Ŭ	Ŭ
rcraft Information						
Make/Model - PIPER PA-18-150	Eng Make/Model - Li			Installed/A		•
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warnin	g System	- NO
Max Gross Wt - 1750	Engine Type - RE		IUR			
No. of Seats - 2	Rated Power -	150 HP				
vironment/Operations Information						
eather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AI	RPORT/STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- CALM					N/A	
Visibility - 40.0 SM	ATC/Airspace				N/A	
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan				N/A	
Lowest Ceiling - 8000 FT BROKEN			Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
ersonnel Information						
	ge - 34	Medical Certificat			WAIVERS/	'LIMIT
	iennial Flight Review		nt Time (H			
PRIVATE	Current - YES	Total -				4
SE LAND	Months Since - 13	Make/Model-				30
	Aircraft Type - PA-18	Instrument-	20	Last 90	Days-	70

----Narrative----

DURING THE TAKEOFF ROLL ON THE GRAVEL BAR, THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRPLANE CAUSING THE PLANE TO NOSE OVER ON ITS BACK. EXAMINATION OF THE LEFT BRAKE REVEALED THAT THE BRAKE WAS FROZEN WITH MUD.

File No 5	521 8/17/88	YENTA GLACIER, AK	A/C Reg. No. N2460A	Time (Lc1) - 2030 ADT
Occurrence #1 Phase of Operation	LOSS OF CONTROL Takeoff - ground			
2. AIRCRAFT PREF	DRMAL BRAKE SYSTEM LIGHT - IMPROPER - ITROL - NOT POSSIBL	PILOT IN COMMAND	· · · · · · · · · · · · · · · · · · · ·	

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 589 8/18/88 SIT	ΚΑ, ΑΚ Α/	C Reg. No. N64398	т	ime (Lcl) -	0620 ADT	
Basic Information Type Operating Certificate-COMMUTER Name of Carrier -BELLAIR, IN Type of Operation -NON SCHED,I Flight Conducted Under -14 CFR 135 Accident Occurred During -DESCENT		raft Damage TROYED Cre GROUND Pas		Injur Serious O O		None 0 0
Aircraft Information Make/Model - DEHAVILLAND DHC-2 MARH Landing Gear - FLOAT Max Gross Wt - 5090 No. of Seats - 8	Number Engines -	RECIPROCATING-CARBL	S	Installed/A tall Warnin		- YES-UNK/NR - NO
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - UNK/NR Wind Dir/Speed- 090/012 KTS Visibility - 12.0 SM Lowest Sky/Clouds - UNK/NR Lowest Sky/Clouds - UNK/NR Devest Ceiling - 3500 FT OVE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SITKA,AK Destination ROWAN BAY,AK ATC/Airspace Type of Flight Pl	an - VFR - VFR	OFF AI Airport D Runway Runway Runway	Proximity RPORT/STRIP ata Ident - Lth/Wid - Surface - Status -	N/A N/A N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,SE SEA	Age - 31 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - C-1	Fli Total - Make/Model-	ght Time (H 3300 700 UNK/NR	ours) Last 24 Last 30 Last 90	-	8 108 300

Instrument Rating(s) - AIRPLANE

----Narrative----

WHILE ON A FLIGHT FROM SITKA TO ROWAN BAY, ALASKA, THE PILOT FLEW UP A VALLEY INTENDING TO CROSS A PASS WHOSE ELEVATION WAS 2745 FEET MSL. UPON APPROACHING THE PASS THE PILOT ENCOUNTERED CLOUDS WHICH PREVENTED HIS TRANSIT. THE PILOT THEN EXECUTED A 180 DEGREE RIGHT COURSE REVERSAL AND AT SOME POINT NEAR THE COMPLETION OF THE MANEUVER AND IN CLOSE PROXIMITY TO THE STEEP TERRAIN ALONG THE WESTERN EDGE OF THE PASS THE PILOT ALLOWED THE AIRCRAFT TO ENTER A STALL CONDITION. THE AIRCRAFT IMPACTED THE 40 DEGREE SLOPED TERRAIN IN A STEEP NOSE DOWN, NEAR WINGS LEVEL ATTITUDE AND WITH A STEEP FLIGHT PATH.

File No 5	89 8/18/88	SITKA, AK	A/C Reg. No. N64398	Time (Lc1) - 0620 ADT
Occurrence #1 Phase of Operation		- IN FLIGHT RN TO REVERSE DIRECTION		
3. WEATHER CONDITI	ING/DECISION - DEL ON - CLOUDS ERTENT - PILOT IN	AYED - PILOT IN COMMAND COMMAND		
Occurrence #2 Phase of Operation		ION WITH TERRAIN/WATER Rolled		
Probable Cause				
The National Transpo is/are finding(s) 1,		rd determines that the P	robable Cause(s) of this accide	ent

File No 448 1/28/88 STO	CKTON,AL	A/C Reg. No. N8514	F 	Time (Lcl) - 1745 CST				
-Basic Information								
 Type Operating Certificate-EXTERNAL L 		Aircraft Damage		Injur				
		DESTROYED Fire	Fatal Crew O	Serious 1	Minor O			
Type of Operation -OTHER WORK Flight Conducted Under -14 CFR 133	USE I	NONE	Pass 0	0	0	0		
Accident Occurred During -DESCENT				-	Ū		,	
Make/Model - BELL 204B	Eng Make/Mode	e1 - LYCOMING T53-13	B EL	T Installed/A	Activate	ed - NO -	-N//	
Landing Gear - SKID	Number Engine			Stall Warnir	ng Syste	em – NO		
Max Gross Wt - 9500		- TURBOSHAFT						
No. of Seats - 2	Rated Power	- 1250 HP						
-Environment/Operations Information			,	_				
Weather Data	Itinerary			t Proximity				
Wx Briefing - NO RECORD OF BRIEFI			OFF	AIRPORT/STRIF	>			
Method - N/A	SAME AS ACC	/INC		- .				
Completeness - N/A	Destination		Airport	Data				
Basic Weather - VMC	LOCAL		_	-				
Wind Dir/Speed- 210/010 KTS					- N/A			
Visibility - 15.0 SM	ATC/Airspace			ay Lth/Wid -				
Lowest Sky/Clouds - CLEAR	Type of Flight			ay Surface -		0 4 L M		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Cleara			ay Status -	- WAIER-	CALM		
	Type Apch/ Lhdg	9 - FORCED LAND	ING					
Precipitation - NONE Condition of Light - DAYLIGHT								
-Personnel Information								
Pilot-In-Command	Age - 52	Medical Cert	ificate - VAL	TO MEDICAL-WA	TVERS/I	тмтт		
Certificate(s)/Rating(s)	5	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT : Review Flight Time (Hours)						
COMMERCIAL	Current -	YES Total	- 13515		1 Hrs -	8		
SE LAND, ME LAND	Months Since -	6 Make/Mod	el- 4720	Last 30				
HELICOPTER	Aircraft Type -	BH-204 Instrume	nt- 224	Last 90				
		6 Make/Mod BH-204 Instrume Multi-En	g - 105	Rotorcr	raft -			
Instrument Rating(s) - HELICOPTE	R							

THE HELICOPTER WAS ENROUTE FROM ITS LOGGING SITE TO THE REFUELING BARGE ANCHORED IN A RIVER. THE ENG LOST POWER AND THE PLT WAS UNABLE TO REACH A CLEAR AREA. THE PLT LANDED IN A SWAMP WITH NUMEROUS DEAD TREES. THE FUEL TANK WAS EMPTY WHEN THE AIRCRAFT WAS RECOVERED. THERE WERE NO FRACTURES OF THE SYSTEM. THIS WAS A NEW ACFT AND ENG COMBINATION TO THE COMPANY AND THIS PLT. IT HAD A LARGER ENG INSTALLED THAN THE OTHER CO ACFT. THE PLT IDENTIFIED THE FUEL LOW WARNING LIGHT AS A TWENTY MINUTE LIGHT. THE FUEL QUANTITY GAGE WAS INACCURATE.

File No. - 448 1/28/88 STOCKTON, AL A/C Reg. No. N8514F Time (Lc1) - 1745 CST _____ -------------Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE Finding(s) 1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 2. FLUID, FUEL - EXHAUSTION 3. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - INCORRECT 4. UNSAFE/HAZARDOUS CONDITION WARNING - DISREGARDED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 5. AUTOROTATION - PERFORMED - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 6. OBJECT - TREE(S) 7. TERRAIN CONDITION - NONE SUITABLE _____ IN FLIGHT COLLISION WITH TERRAIN/WATER Occurrence #4 Phase of Operation DESCENT - UNCONTROLLED Finding(s) 8. TERRAIN CONDITION - WATER _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Brief of Accident (Continued)

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Dam	age		Injur	ies	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		SUBSTANTIAL Fire NONE	Crew Pass	0 0	Serious O O	Minor 1 1	None 0 2
-Aircraft Information Make/Model - MOONEY M2OF Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2740 No. of Seats - 4	Eng Make/Moo Number Engir Engine Type	del - LYCOMIN nes - 1	G IO-360-A1A UEL INJECTED HP	ELT I St	nstalled/A all Warnir		YES
-Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 170/014 KTS Visibility - 10.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 10000 FT BRC Obstructions to Vision- NONE Precipitation - NONE Condition of Light - NIGHT(DARK)	KEN Type of Clear Type Apch/Lnd	ACH,FL IN nt Plan - NON nance - NON dg - TRA	E	Airport Da BIRMING Runway Runway Runway Runway	PORT/STŔIF ta HAM Ident - Lth/Wid - Surface - Status -	18 4856/ 1 ASPHALT DRY	50
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 60 Biennial Flight Rev Current - Months Since - Aircraft Type -	Medi /iew - YES - 21	cal Certifica Flig Total - Make/Model-	te - VALID nt Time (Ho 952 952	MEDICAL-WA urs) Last 24 Last 30		3 /NR
-Narrative AIRPLANE COLLIDED WITH TREES ON A HILL A LOW" ON THE APPROACH. THE VISIBILITY WAS EVELOPED, AND HAD NO ARTIFICIAL LIGHTING	10 MILES. THE HILLY	TERRAIN IN T	THE PLT RPTD HE VICINITY OI	THAT HE "E The accid	VIDENTLY G ENT SITE W	IOT IAS	

File No 46	7 2/14/88	BIRMINGHAM, AL	A/C Reg. No. N7448V	Time (Lc1) - 1920 CST
Occurrence #1 Phase of Operation	IN FLIGHT COLLIS APPROACH - VFR P	ION WITH OBJECT Attern - Final Approach	I	
	- DARK NIGHT N - MOUNTAINOUS/H ATURE - PILOT IN PERCEPTION - PIL	COMMAND DT IN COMMAND		
	IN FLIGHT COLLIS DESCENT - UNCONT	ION WITH TERRAIN/WATER		

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Basic Information Type Operating Certificate-NONE (GENERA		aft Damage			uries	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBS Fire NONE		Fatal rew O ass O	Serious O O	, Mino O O) 1
-Aircraft Information Make/Model - BEECH M35 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2950 No. of Seats - 4	Eng Make/Model - (Number Engines - Engine Type - F Rated Power -	1	ED	Installed Stall Warn	ing Syst	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 230/008 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poir ATMORE,AL Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plar Type of Clearance Type Apch/Lndg	- NONE - NONE	Airport ON AI SOUTH Runwa Runwa Runwa Runwa Runwa	: Proximity RPORT	- 09 - 2500 - GRASS	0/ 100
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 35 Biennial Flight Review Current - YES Months Since - 2 Aircraft Type - C-172	F Total Make/Model	light Time (- 90 - 5	Hours) Last Last	24 Hrs - 30 Days- 90 Days-	UNK/NR
Instrument Rating(s) - NONE						

MECHANICAL MALFUNCTIONS REPORTED.

File No 5	07 4/04/88	MC CULLOUGH, AL	A/C Reg. No. N2255K	Time (Lc1) - 1800 CDT
Occurrence #1 Phase of Operation				
Finding(s) 1. TERRAIN CONDITI 2. TERRAIN CONDITI 3. DISTANCE - MI 4. GO-AROUND - DEL	ON - WET SJUDGED - PILOT II			
Occurrence #2 Phase of Operation		SION WITH OBJECT	• •	
Finding(s) 5. OBJECT - TREE(S)			
Probable Cause				
The National Transpo is/are finding(s) 3,	-	ard determines that the	Probable Cause(s) of this ac	cident

Basic Information						
Type Operating Certificate-AGRICULTURAL	AIRCRAFT Aircra	aft Damage		Injur	ies	
	SUBS	TANTIAL	Fatal	Serious		None
Type of Operation -FERRY	Fire		ew O	0	0	1
Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING	NONE	Pa	ss O	0	0	0
-Aircraft Information						
Make/Model - GRUMMAN G164A Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Model - I			Installed/A		
Max Gross Wt - 6411	Number Engines - Engine Type - P			tall Warnin	ig system	- 165
No. of Seats - 1		600 HP	OKLIOK			
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Poir	nt	OFF AI	RPORT/STRIP		
Method - N/A Completeness - N/A	GADSDEN,AL Destination		Airport D	2+2		
			Amport	ala		
Wind Dir/Speed- 360/010 KTS	PRATTVILLE, AL		Runway	Ident -	N/A	
Visibility - 12.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	n - NONE	Runway	Surface -	GRASS/TU	RF
Lowest Ceiling - NONE	Type of Clearance			Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 48	Medical Certifi	cate - VALID	MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review	ight Time (H	ht Time (Hours)			
COMMERCIAL	Current - YES	Total -		Last 24		1
SE LAND, ME LAND	Months Since - 11 Aircraft Type - C-172	Make/Model-	6500 30	Last 30) Days-	5
	Aircraft Type - C-172	2 Instrument- Multi-Eng -		Last 90	Days-	31
Instrument Rating(s) - NONE						

PIC RPTED ACFT FUELED TO CAPACITY 40 MIN PRIOR TO CRASH, HE SAID ENGINE QUIT, ON FINAL AT 300 FEET ENGINE STARTED AGAIN. TRIED TO FLY TO NEARBY AIRPORT. ENGINE QUIT 2ND TIME WITH ONLY A SMALL FIELD AVAILABLE FOR EMERGENCY LANDING. DURING LNDG ROLL ACFT STRUCK TREES. REASON FOR ENGINE MALFUNCTION WAS NOT DETERMINED.

			Time (Lcl) - 1730 CST
	DWER		
RMINED			
	ION WITH OBJECT		
NONE SUITABLE			
	RUISE - NORMAL	RMINED I GROUND COLLISION WITH OBJECT NDING - ROLL	RUISE - NORMAL RMINED I GROUND COLLISION WITH OBJECT NDING - ROLL

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Brief of Accident

Type of Operation-BUSINESSFireCrew000Flight Conducted Under-14 CFR 91NONEPass000Accident Occurred During-LANDINGAircraft InformationMake/Model- PIPER PA-32R-300Eng Make/Model- LYCOMING IO-540-K165DELT Installed/Activated - YES,Landing Gear- TRICYCLE-RETRACTABLENumber Engines - 1Stall Warning System - YESMax Gross Wt- 3400Engine Type- RECIP-FUEL INJECTEDStall Warning System - YESMax Gross at -6Rated Power- 300 HPEnvironment/Operations InformationUsas Departure PointOFF AIRPORT/STRIPWeather DataItineraryAirport ProximityWx Briefing- NWSLast Departure PointMethod- IN PERSONFREEPORTCompleteness- UNK/NRDestinationBasic Weather- VMCNASSAUWind Dir/Speed220/008 KTSWind Dir/Speed22000 FT SCATTEREDVisibility- 10.0SMATC/AirspaceRunway Lth/Wid - N/ALowest Ceiling- NONELowest Ceiling- NONEDustructions to Vision- NONEType of ClearancePrecipitation- NONECondition of Light- DAYLIGHT	Basic Information							
Type of Operation -BUSINESS Fire Crew 0 0 0 0 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -LANDING Accident Occurred During -LANDING Precipitation - NONE Type of Flight Plan - VFR Runway Status - WATER-CALM Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Current - VFS Total - 174 Last 24 Hrs - 1	Type Operating Certificate-NONE (GENER							
Flight Conducted Under -14 CFR 91 NONE Pass 0 0 Accident Occurred During -LANDING Accident Occurred During - Engine Spect Max Gross Wt - 3400 Environment/Operations Information Weather Data Weather Data Itinerary Basic Weather - VMC Mathod in /Speed- 2000 FT SCATTERED Type of Flight Plan - VFR Runway Ident - N/A None Ubwest Sky/Clouds - 2000 FT	Type of Openation BUSINESS			O m m m				None
Accident Occurred During -LANDING Aircraft Information Make/Model - PIPER PA-32R-300 Eng Make/Model - LYCOMING IO-540-K1G5D ELT Installed/Activated - YES, Max Gross Wt - 3400 Engine Type - RECIP-FUEL INJECTED Stall Warning System - YES Max Gross Wt - 3400 Engine Type - RECIP-FUEL INJECTED Stall Warning System - YES Max Gross Wt - 3400 Engine Type - RECIP-FUEL INJECTED No. of Seats - 6 Rated Power - 300 HP Environment/Operations Information Weather Data Litinerary Airport Proximity Wx Briefing - NWS Last Departure Point OFF AIRPORT/STRIP Method - IN PERSON FREEPORT Completeness - UNK/NR Destination Basic Weather - VWC NASSAU Wind Dir/Speed- 220/008 KTS Runway Ident - N/A Lowest Sky/Clouds - 2000 FT SCATTERED Type of Flight Plan - VFR Runway Surface - WATER Lowest Ceiling - NONE Type of Clearance - VFR Runway Surface - WATER Dostructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Type Apch/Lndg - FORCED LANDING PREVATE CUrrent - YES Total - 174 Last 24 Hrs - 1	Elight Conducted Under -14 CER 91				-		-	1
Aircraft Information Make/Model - PIPER PA-32R-300 Eng Make/Model - LYCOMING IO-540-K1G5D ELT Installed/Activated - YES, Max Gross Wt - 3400 Engine Type - RECIP-FUEL INJECTED Stall Warning System - YES Max Gross Wt - 3400 Engine Type - RECIP-FUEL INJECTED Stall Warning System - YES Max Gross Wt - 3400 Engine Type - RECIP-FUEL INJECTED Stall Warning System - YES Max Briefing - NWS Last Departure Point OFF AIRPORT/STRIP Method - IN PERSON FREEDRT Completeness - UNK/NR Destination Airport Data Basic Weather - VMC NASSAU Runway Ident - N/A Wind Dir/Speed- 220/008 KTS NASSAU Runway Ident - N/A Lowest Sky/Clouds - 2000 FT SCATTERED Type of Flight Plan - VFR Runway Surface - WATER Lowest Ceiling - NONE Type Apch/Lndg - FORCED LANDING Precipitation Personnel Information Personnel Information Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 174 Last 24 Hrs - 1					-	, U	U	
Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1 Stall Warning System - YES Max Gross Wt - 3400 Engine Type - RECIP-FUEL INJECTED No. of Seats - 6 Rated Power - 300 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NWS Last Departure Point OFF AIRPORT/STRIP Method - IN PERSON FREEPORT Completeness - UNK/NR Destination Airport Data Basic Weather - VMC NASSAU Wind Dir/Speed- 220/008 KTS Runway Ident - N/A Lowest Sky/Clouds - 2000 FT SCATTERED Type of Flight Plan - VFR Runway Surface - WATER Lowest Ceiling - NONE Type of Clearance - VFR Runway Status - WATER-CALM Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PREVATE COURT - YES Total - 174 Last 24 Hrs - 1							~ ~ ~ ~ ~ ~ ~	
Max Gross Wt - 3400 Engine Type - RECIP-FUEL INJECTED No. of Seats - 6 Rated Power - 300 HP Environment/Operations Information Weather Data Airport Proximity Weather Data Itinerary Airport Proximity Wx Briefing - NWS Last Departure Point OFF AIRPORT/STRIP Method - IN PERSON FREEPORT Airport Data Basic Weather - VMC NASSAU Runway Ident - N/A Wind Dir/Speed- 220/008 KTS ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 2000 FT SCATTERED Type of Flight Plan - VFR Runway Status - WATER Lowest Ceiling - NONE Type of Clearance - VFR Runway Status - WATER-CALM Obstructions to Vision - NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRVATE Current - YFS Total - 174 Last 24 Hrs - 1	• • • • • • • • • • • • • • • • • • • •			540-K1G5D				
No. of Seats - 6 Rated Power - 300 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Weather Data Itinerary Airport Proximity Wx Briefing - NWS Last Departure Point OFF AIRPORT/STRIP Method - IN PERSON FREEPORT OFF AIRPORT/STRIP Method - IN PERSON FREEPORT Airport Data Basic Weather - VMC NASSAU Runway Ident - N/A Wind Dir/Speed- 220/008 KTS Runway Lth/Wid - N/A Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 2000 FT SCATTERED Type of Flight Plan - VFR Runway Surface - WATER Lowest Ceiling - NONE Type of Clearance - VFR Runway Status - WATER-CALM Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE - - Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review </td <td></td> <td></td> <td></td> <td></td> <td>S</td> <td>tall Warnir</td> <td>ng System</td> <td>- YES</td>					S	tall Warnir	ng System	- YES
Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing NWS Last Departure Point OFF AIRPORT/STRIP Method IN PERSON FREEPORT Completeness - UNK/NR Destination Airport Data Basic Weather - VMC NASSAU Wind Dir/Speed- 220/008 KTS Visibility - 10.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - 2000 FT SCATTERED Type of Flight Plan - VFR Runway Surface - WATER Lowest Sky/Clouds - 2000 FT SCATTERED Type of Clearance - VFR Runway Status - WATER-CALM Obstructions to Vision- NONE Type of Clearance - VFR Runway Status - WATER-CALM Obstruction - NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 174 Last 24 Hrs - 1				NJECTED				
Weather Data Itinerary Airport Proximity Wx Briefing - NWS Last Departure Point OFF AIRPORT/STRIP Method - IN PERSON FREEPORT OFF AIRPORT/STRIP Method - IN PERSON FREEPORT OFF AIRPORT/STRIP Method - IN PERSON FREEPORT OFF AIRPORT/STRIP Completeness UNK/NR Destination Airport Data Basic Weather - VMC NASSAU Runway Ident - N/A Wind Dir/Speed- 220/008 KTS Runway Ident - N/A Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 2000 FT SCATTERED Type of Flight Plan - VFR Runway Surface - WATER WATER Lowest Ceiling - NONE Type of Clearance - VFR Runway Status - WATER-CALM Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review	No. of Seats - 6	Rated Power	- 300 HP					
Wx Briefing - NWS Last Departure Point OFF AIRPORT/STRIP Method - IN PERSON FREEPORT Airport Data Completeness - UNK/NR Destination Airport Data Basic Weather - VMC NASSAU Runway Ident - N/A Wind Dir/Speed-220/008 KTS Runway Lth/Wid - N/A Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 2000 FT SCATTERED Type of Flight Plan - VFR Runway Surface - WATER Lowest Ceiling - NONE Type of Clearance - VFR Runway Status - WATER-CALM Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE - Type Apch/Lndg - FORCED LANDING - - - - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - 124 PRIVATE - VFS Total - 174 Last 24 Hrs - 1								
Method - IN PERSON FREEPORT Completeness - UNK/NR Destination Basic Weather - VMC NASSAU Wind Dir/Speed-220/008 KTS Runway Ident - N/A Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 2000 FT SCATTERED Type of Flight Plan - VFR Runway Surface - WATER Lowest Ceiling - NONE Type of Clearance - VFR Runway Status - WATER-CALM Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Type Apch/Lndg - FORCED LANDING Presonnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PIVATE PRIVATE - 174 Last 24 Hrs - 1								
Completeness - UNK/NRDestinationAirport DataBasic Weather - VMCNASSAURunway Ident - N/AWind Dir/Speed- 220/008 KTSRunway Ident - N/AVisibility - 10.0 SMATC/AirspaceRunway Lth/Wid - N/ALowest Sky/Clouds - 2000 FT SCATTERED Type of Flight Plan - VFRRunway Surface - WATERLowest Ceiling - NONEType of Clearance - VFRRunway Status - WATER-CALMObstructions to Vision- NONEType Apch/Lndg - FORCED LANDINGPrecipitation - NONEType Apch/Lndg - FORCED LANDINGPrecondition of Light - DAYLIGHTAge - 33Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMITCertificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)PRIVATECurrent - YESTotal - 174Last 24 Hrs - 1			Point		UFF AI	RPURI/SIRIF	,	
Basic Weather - VMC NASSAU Wind Dir/Speed-220/008 KTS Runway Ident - N/A Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 2000 FT SCATTERED Type of Flight Plan - VFR Runway Surface - WATER Lowest Ceiling - NONE Type of Clearance - VFR Runway Status - WATER-CALM Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Type Apch/Lndg - FORCED LANDING Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 174 Last 24 Hrs - 1					Airport D	a+a		
Wind Dir/Speed- 220/008 KTS Runway Ident - N/A Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 2000 FT SCATTERED Type of Flight Plan - VFR Runway Surface - WATER Lowest Ceiling - NONE Type of Clearance - VFR Runway Status - WATER-CALM Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING WATER-CALM Precipitation - NONE Type Apch/Lndg - FORCED LANDING WATER-CALM Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Pilotal - 174					A lipol t Da	ata		
Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 2000 FT SCATTERED Type of Flight Plan - VFR Runway Surface - WATER Lowest Ceiling - NONE Type of Clearance - VFR Runway Status - WATER-CALM Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Type Apch/Lndg - Condition of Light - DAYLIGHT - - Personnel Information - Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) - PRIVATE - - YES Total - 174 Last 24 Hrs - 1					Runwa∨	Ident -	N/A	
Lowest Ceiling - NONE Type of Clearance - VFR Runway Status - WATER-CALM Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 174 Last 24 Hrs - 1		ATC/Airspace						
Obstructions to Vision- NONE Type Apch/Lndg - FORCED LANDING Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review PRIVATE Current - YES	Lowest Sky/Clouds - 2000 FT SCA	TTERED Type of Flight	t Plan - VFR		Runway	Surface -	WATER	
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 174 Last 24 Hrs - 1					Runway	Status -	WATER-CA	LM
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 174 Last 24 Hrs - 1		Type Apch/Lndg	9 - FORCED L	ANDING				
Personnel Information Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 174 Last 24 Hrs - 1								
Pilot-In-Command Age - 33 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 174	Condition of Light - DAYLIGHT							
Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES Total - 174 Last 24 Hrs - 1								
Certificate(s)/Rating(s)Biennial Flight ReviewFlight Time (Hours)PRIVATECurrent- YESTotal- 174Last 24 Hrs - 1SE LANDMonths Since - 15Make/Model-124Last 30 Days- 2Aircraft Type - C-172Instrument-0Last 90 Days- 7		Age - 33	Medical Ce	ertificat	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
PRIVATECurrentPESTotal-1/4Last 24 Hrs -1SE LANDMonths Since - 15Make/Model-124Last 30 Days-2Aircraft Type - C-172Instrument-0Last 90 Days-7			VEC Total	Fiign	17 I I ME (H	burs)		
Aircraft Type - C-172 Instrument- 0 Last 90 Days- 7		Months Since -	15 Iotal Mako/M	~ Model-	1/4	Last 24	Hrs -	
		Aircraft Type -	C-172 Instru	ument-	0	Last 90) Days-	
		An oran c Type	1.12 1.1011		Ŭ		· Suyo	,
Instrument Rating(s) - NONE	Instrument Rating(s) - NONE							

THE PLT STATED THAT THE ENG STARTED RUNNING ROUGH. HE DECIDED TO DIVERT TO ALT APRT 15 MILES AWAY. WHILE ENROUTE, THE PLT STATED THAT HE HEARD A "CLANKING" NOISE AND OIL SPRAYED THE WINDSHEILD. THE ENG LOST ALL POWER. THE A/C WAS DITCHED IN THE ATLANTIC OCEAN AND SANK. A/C WAS NOT RECOVERED. THE PLT AND PAX WERE RESCUED BY THE U.S. COAST GUARD.

File No 4	19 6/30/88	ATLANTIC OCEAN, AD	A/C Reg. No. N75033	Time (Lcl) - 1755 AST
Occurrence #1 Phase of Operation		OWER(TOTAL) - MECH FAILU	RE/MALF	
Finding(s) 1. POWERPLANT - FA				
Occurrence #2 Phase of Operation		NCY		
Finding(s) 2. FLUID,OIL - LEA 3. WINDOW,FLIGHT CO		WINDSHIELD - DIRTY(FOGGY)	
Occurrence #3 Phase of Operation		TOUCHDOWN		
Probable Cause				

is/are finding(s) 1

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GENERAL	•	aft Damage				uries	
		ROYED		Fatal	Serious		None
Type of Operation -PERSONAL	Fire		Crew	0	1		0
Flight Conducted Under -14 CFR 91	NONE		Pass	0	3	0	0
Accident Occurred During -DESCENT							
Aircraft Information							
Make/Model - CESSNA 177RG	Eng Make/Model -	LYCOMING IO-36	60-A1B6	ELT	Installed	/Activated	- YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines -	1		S	tall Warr	ning System	- YES -
Max Gross Wt - 2800	Engine Type -		JECTED				
No. of Seats - 4	Rated Power -	200 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity	/	
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poi	int '		OFF AI	RPORT/STR	RIP	
Method - N/A	PINE BLUFF, AR						
Completeness ~ N/A	Destination			Airport Da	ata		
Basic Weather - VMC	DERIDDER, LA			CAMDEN			
Wind Dir/Speed- CALM				Runway	Ident	- N/A	
Visibility - 10.0 SM	ATC/Airspace			Runway	Lth/Wid	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	an - NONE		Runway	Surface	~ WATER	
Lowest Ceiling - NONE	Type of Clearance	- VFR		Runway	Status	- WATER-CA	LM
Obstructions to Vision- NONE	Type Apch/Lndg	- STRAIGHT-I	[N				
Precipitation - NONE		FORCED LAN	NDING				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 48	Medical Cer	rtificat	e - VALID	MEDICAL-	WAIVERS/LIN	IT
Certificate(s)/Rating(s)	Biennial Flight Review			t Time (H			
PRIVATE	Current - YES	Total	-	396		24 Hrs -	3
SELAND	Months Since - 2		odel-	157	Last	30 Days- UN	
	Aircraft Type - UNK/	'NR Instrum	nent-	14	Last	90 Days-	30

Instrument Rating(s) - NONE

----Narrative----

THE PILOT REPORTED THAT HE LOST ALL ENGINE POWER DURING CRUISE. HE ATTEMPTED TO MAKE THE CAMDEN, ARKANSAS AIRPORT. THE AIRCRAFT DID NOT MAKE THE INTENDED LANDING AREA AND STRUCK A TREE AND SUBSEQUENTLY, A SWAMP AREA. THE ACCIDENT INVESTIGATION REVEALED NO AIRFRAME MALFUNCTIONS. AN ENGINE EXAMINATION DISCLOSED A CRACKED OIL LINE CONNECTING THE PROPELLER GOVERNOR TO THE ENGINE CASE. THE CRACKED LINE ALLOWED THE OIL SYSTEM TO BE DEPLETED OF OIL. THE ENGINE SEIZED AFTER THE NUMBER 3 PISTON FAILED. EXAMINATION OF THE CRACKED OIL PRESSURE LINE REVEALED THAT NEITHER OF THE TWO REQUIRED SECURING CLAMPS (INTENDED TO DAMPEN VIBRATION OF THE LINE) WERE PRESENT.

File No. - 524 1/15/88 CAMDEN, AR A/C Reg. No. N8052G Time (Lcl) - 0115 CST Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF Phase of Operation CRUISE - NORMAL Finding(s) 1. LUBRICATING SYSTEM, OIL LINE - CRACKED 2. LUBRICATING SYSTEM, OIL LINE - NOT SECURED 3. FLUID, OIL - EXHAUSTION 4. ENGINE ASSEMBLY, PISTON - SEIZED ------Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 5. OBJECT - TREE(S) Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER DESCENT - UNCONTROLLED Phase of Operation Finding(s) 6. TERRAIN CONDITION - WATER ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

Factor(s) relating to this accident is/are finding(s) 2

is/are finding(s) 1,3,4

Brief of Accident (Continued)

Brief of Accident

File No 505 6/22/88 COTTON	PLANT, AR	A/C Re	eg. No. N8644H		Т	ime (Lc1)	- 0730 CD	т
Basic Information Type Operating Certificate-AGRICULTURAL	AIRCRAFT	Aircraft SUBSTAN			Fatal	Inju Serious	ries Minor	None
Type of Operation -AERIAL APPLIC Flight Conducted Under -14 CFR 137 Accident Occurred During -TAXI	ATION	Fire NONE		Crew Pass	0 0	0 0		1 0
Aircraft Information Make/Model - GRUMMAN G-164A Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4500 No. of Seats - 1	Number	Engines - 1 Type - RE(N R-1340-AN1 CIPROCATING-CA 600 HP		S	Installed/ tall Warni		
Environment/Operations Information								
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	•	arture Point S ACC/INC			Airport ON AIR	Proximity STRIP		
Completeness - N/A Basic Weather - VMC	Destinati LOCAL	on		,	Airport D DAVIS			
Wind Dir/Speed- CALM Visibility - 5.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of	Flight Plan - Clearance -	NONE		Runway Runway	Ident Lth/Wid Surface Status	- 3600/	
Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Туре Арс	h/Lndg -	NONE					
Personnel Information								
	Age - 51 Biennial Fligh	t Poviow	Medical Certi		e – VALID t Time (H		AIVERS/LI	MIT
COMMERCIAL	Current	- YES	Total	- 1:	2000	Last 2	4 Hrs -	6
SE LAND		ce - 14					0 Days-	50
	Aircraft T	уре - С-180	Instrumen	t-	0	Last 9	0 Days-	115

Instrument Rating(s) - NONE

----Narrative----

THE PILOT DID NOT ADEQUATELY SECURE THE AIRCRAFT PRIOR TO HAND-PROPPING THE ENGINE. THE ENGINE STARTED AND RESULTED IN THE AIRCRAFT TAXIING WITHOUT A PILOT AT THE CONTROLS. THE PILOT-LESS AIRCRAFT IMPACTED A UTILITY POLE CAUSING SUBSTANTIAL DAMAGE.

File No 5	05 6/22/88	COTTON PLANT, AR	A/C Reg. No. N8644H	Time (Lc1) - 0730 CDT
Occurrence #1 Phase of Operation				
		INADEQUATE - PILOT IN C NNING - INADVERTENT - PI		
Occurrence #2 Phase of Operation		SION WITH OBJECT		
Finding(s) 3. OBJECT - UTILIT	Y POLE			
Probable Cause				
The National Transpo	rtation Safety Bo	ard determines that the	Probable Cause(s) of this accide	ent

is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

Brief of Accident

Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraf	t Damage			Iniu	ries	
· , , , , , , , , , , , , , , , , , , ,		SUBSTA			Fatal			None
Type of Operation -INSTRUC		Fire		Crew		0	0	2
Flight Conducted Under -14 CFR 9	91	NONE		Pass	0	0	0	1
Accident Occurred During -LANDING								
Aircraft Information								
Make/Model - BEECH F33A			DNTINENTAL	10-520-B			Activated	
Landing Gear - TRICYCLE-RETRACTAB		ngines - 1			S	tall Warni	ng System	- YES
Max Gross Wt - 3400	Engine Ty		CIP-FUEL I	NJECTED				
No. of Seats - 6	Rated Pow	/er -	285 HP					
Environment/Operations Information								
Weather Data	Itinerary					Proximity		
Wx Briefing - NO RECORD OF BRI	•	ture Point	:		ON AIR	PORT		
Method ~ N/A	ELOY,AZ							
Completeness - N/A	Destination				Airport D			
Basic Weather - VMC	_ SAME AS	ACC/INC			GOODYE		- ·	
Wind Dir/Speed- LIGHT AND VARIAB							- 21	
Visibility ~ 25.0 SM Lowest Sky/Clouds ~ 12000 FT	ATC/Airspace		NONE			Surface	- 8500/	80
Lowest Ceiling - NONE	Type of Cl					Status		
			- FORCED L		Kuliway	Jiaius	DRT	
Precipitation - NONE		Lindg	TOROLD	ANDING				
Condition of Light - DAYLIGHT								
Personnel Information Pilot-In-Command	Age - 49		Medical C	ertifica	te - VALID	MEDICAL-W	AIVERS/LIN	IT
Certificate(s)/Rating(s)	Biennial Flight Current	Review			ht Time (H			
COMMERCIAL, CFI					11119		4 Hrs -	3
SE LAND, ME LAND, SE SEA	Months Since	e - 8			329		0 Days- UN	
	Aircraft Typ	e - B-33A		ument-		Last 9	0 Days-	149
			Multi	-Eng -	2950			
Instrument Rating(s) - AIRPLA	IE .							-
Narrative								
NG AN INSTRUCTIONAL FLIGHT, AFTER TA	LUFF, AT 300 FEET, TH	E PILOT AN		SAID THE	Y HEARD A	LUUD BANG.	1 HE	
NE EXPERIENCED A LOSS OF POWER AND TH	HE PILOI NOTED THAT TH	1E IOP OF 1	HE ENGINE	CUWLING	WAS GUNE.	A FURCED		

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A/C Reg. No. N6785Y 2/18/88 GOODYEAR, AZ Time (Lcl) - 1555 MST File No. - 491 Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PROPELLER SYSTEM/ACCESSORIES, BLADE - FATIGUE 2. PROPELLER SYSTEM/ACCESSORIES, BLADE - FAILURE, TOTAL 3. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION _____ FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY _____ Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 4. OBJECT - FENCE ---------Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3 Factor(s) relating to this accident is/are finding(s) 4

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	File No 451 4/17/88 FLOR	ENCE, AZ	A/C Reg. No.	N5504S	Т	ime (Lc1) - 14	20 MST
B	Basic Information Type Operating Certificate-NONE (GENER Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	AL AVIATION)	Aircraft Damage SUBSTANTIAL Fire NONE	Crew Pass	Fatal O O	Injuries Serious M O O	inor None 0 1 0 0
A	Aircraft Information Make/Model - BELLANCA 8GCBC Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1800 No. of Seats - 2	Number Eng	e - RECIPROCAT		S	Installed/Acti tall Warning S	
	Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	PUEBLO,CC Destination PHOENIX,A ATC/Airspace Type of Fli	Z ght Plan - NONE earance - NONE	۵	OFF AI irport D Runway Runway Runway	Proximity RPORT/STRIP ata Ident - N/ Lth/Wid - N/ Surface - N/ Status - RO	A A
-	Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,SE SEA	Age - 47 Biennial Flight R Current Months Since Aircraft Type	eview -YES Tot -19 Mak	Flight al - 1 e/Model-	- VALID Time (H 882 13 400	MEDICAL-WAIVE lours) Last 24 Hr Last 30 Da Last 90 Da	s - 13 ys- 14

DURING A CROSS COUNTRY FLIGHT, THE ENGINE SUDDENLY QUIT, RESTARTED, THEN QUIT COMPLETELY. A FORCED LANDING WAS MADE IN A DRY WASH WHERE THE AIRCRAFT NOSED OVER DURING THE LANDING ROLL. APPROXIMATELY 4 GALLONS OF FUEL WAS DRAINED FROM THE FUEL SYSTEM. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS FOUND AT THE TIME OF THE ENGINE INSPECTION. THE ENG RAN SATISFACTORILY AT ALL POWER SETTINGS AFTER THE ACCIDENT. THE ACCIDENT OCCURRED ABOUT 25 MILES OFF COURSE.

File No 4	51 4/17/88	FLORENCE, AZ	A/C Reg. No. N5504S	Time (Lc1) - 1420 MST
Occurrence #1 Phase of Operation		OWER(TOTAL) - NON-MECHANICA	L	
3. LACK OF FAM	ION CALCULATIONS - Iliarity with Airc	MISJUDGED - PILOT IN COMMA RAFT - PILOT IN COMMAND MISJUDGED - PILOT IN COMMAN		
Occurrence #2 Phase of Operation	DESCENT - EMERGE	NCY		
Occurrence #3 Phase of Operation				· · · · · · · · · · · · · · · · · · ·
Finding(s) 5. TERRAIN CONDITI	DN - ROUGH/UNEVEN		and the second	
Probable Cause				
The National Transpo is/are finding(s) 1,		rd determines that the Prob	able Cause(s) of this acc	ident

Factor(s) relating to this accident is/are finding(s) 3,4,5

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Brief of Accident

File No 461 4/20/88 COOL	IDGE,AZ A/C	Reg. No. N8847X		Time (Lcl) -	0940 MS	5T
Basic Information						
Type Operating Certificate-NONE (GENER		aft Damage		Injur		
		TANTIAL		Serious		None
Type of Operation -PERSONAL	Fire	Cro		0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pa	ss O	0	0	3
Accident Occurred During -LANDING	· · · · · · · · · · · · · · · · · · ·					
-Aircraft Information						
Make/Model - CESSNA 182D	Eng Make/Model -	CONTINENTAL 0-470-	L ELT	Installed/A	ctivated	# - YES/YES
Landing Gear ~ TRICYCLE-FIXED	Number Engines -	1		Stall Warnin	ng System	n - YES .
Max Gross Wt - 2650	Engine Type -	RECIPROCATING-CARB	URETOR			
No. of Seats - 4	Rated Power -	230 HP				
 -Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - FSS	Last Departure Poi	nt		IRPORT/STRIP	,	
Method - TELEPHONE	TUCSON, AZ					
Completeness - UNK/NR	Destination		Airport	Data		
Basic Weather - VMC	SAME AS ACC/INC		COOLI	DGE		
Wind Dir/Speed- 230/018 KTS			Runwa	y Ident -	23	
Visibility - 50.0 SM	ATC/Airspace		Runwa	y Lth∕₩id –	5550/	150
Lowest Sky/Clouds - CLEAR	Type of Flight Pla			y Surface -		-
Lowest Ceiling - NONE	Type of Clearance	- NONE		y Status –	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg					
Precipitation - NONE Condition of Light - DAYLIGHT		FORCED LANDING				
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 42	Medical Certifi			WAIVERS	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review Current - YES	F1	ight Time (
COMMERCIAL	Current - YES	Total -	1652	Last 24	Hrs -	1
SE LAND, ME LAND	Months Since - 6	Make/Model-	163	Last 30		
	Aircraft Type - C-17			Last 90) Days-	11
		Multi-Eng -	1443			
Instrument Rating(s) - AIRPLANE						
				~ •		

AT THE END OF A PLEASURE CROSS COUNTRY FLIGHT, WHILE ON FINAL APPROACH, THE ENGINE QUIT. UNABLE TO LAND ON THE RUNWAY, THE AIRCRAFT WAS LANDED IN A SOFT FIELD WHERE DURING THE LANDING ROLL THE AIRCRAFT NOSED OVER. THE PILOT HAD SELECTED THE RIGHT FUEL TANK FOR LANDING, WHICH, HE STATED, WAS READING IN THE RED. 15 GALLONS OF FUEL WERE DRAINED FROM THE LEFT TANK. NO FUEL WAS FOUND IN THE RIGHT TANK.

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Brief of Accident (Continued) File No. - 461 4/20/88 COOLIDGE, AZ A/C Reg. No. N8847X Time (Lc1) - 0940 MST LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 1. FLUID, FUEL - STARVATION 2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ _____ Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

Factor(s) relating to this accident is/are finding(s) 3

is/are finding(s) 1,2

Brief of Accident

Type Operating Certificate-NONE (GENE)	RAL AVIATION)	Aircraft Damage	•		Injur	ies	
,	····-	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -INSTRUCTION	NAL .	Fire	Crew	0	1 0	1	0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - BEECH G-35	Eng Make/Mod	lel - CONTINENTA	L E-225-8	ELT :	Installed/A	ctivated	- YES/NO
Landing Gear - TRICYCLE-RETRACTABLE		nes - 1			tall Warnin	ng System	- YES
Max Gross Wt - 2775		- RECIPROCAT	ING-CARBUR	ETOR			
No. of Seats - 4	Rated Power	- 225 HP					
Environment/Operations Information							
leather Data	Itinerary			Airport f			
Wx Briefing - FSS Method - TELEPHONE	Last Departur			ON AIR	PORT		
Completeness - FULL	LAKE HAVASU Destination	J, ΑΖ		Airport Da	. +		
Basic Weather - VMC	BULLHEAD CI	TV 47		•	AD LAUGHLIN	1	
Wind Dir/Speed- 020 KTS	BOLLHEAD CI	. TT, AZ			Ident -		
Visibility - 50.0 SM	ATC/Airspace				Lth/Wid -		60
Lowest Sky/Clouds - CLEAR	Type of Fligh	nt Plan - VFR			Surface -		00
Lowest Ceiling - NONE	Type of Clear	ance - NONE			Status -		
Obstructions to Vision- NONE		ig - TRAFFI	C PATTERN	,			
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							•
Pilot-In-Command	Age - 66 Biennial Flight Rev	Medical	Certifica	te ~ VALID	MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Rev	view	Flig	ht Time (Ho	ours)		
Certificate(s)/Rating(s) COMMERCIAL,CFI	Current -	YES Tot	al -	4000	Last 24		2
SE LAND	Months Since - Aircraft Type -	20 Mak	e/Model-	1000	Last 30	Days-	6
	Aircraft Type -	B-35 Ins	trument-	40	Last 90	Days-	10
Instrument Rating(s) - NONE							
larrative							

REDUCE POWER. THE ACFT SETTLED ONTO THE RWY.

File No 518 5/19/88 BULLHEAD CITY,AZ	A/C Reg. No. N4472D	Time (Lc1) - 1240 PDT
ccurrence #1 LOSS OF CONTROL - IN FLIGHT		
ase of Operation GO-AROUND (VFR)		
1. WEATHER CONDITION - GUSTS 2. PROPER ALIGNMENT - NOT MAINTAINED - DUAL STUDENT		
3. GO-AROUND - ATTEMPTED - DUAL STUDENT		
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)		
5. THROTTLE/POWER CONTROL - IMPROPER USE OF - DUAL STUDENT		
6. GEAR RETRACTION - PREMATURE - DUAL STUDENT		
ccurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER		
nase of Operation LANDING - FLARE/TOUCHDOWN		
inding(s)		
7. WHEELS UP LANDING - INADVERTENT - DUAL STUDENT		
Probable Cause		
ne National Transportation Safety Board determines that the P	robable Cause(s) of this accide	ent
/are finding(s) 2,4,6		

Factor(s) relating to this accident is/are finding(s) 1,3,5

Brief of Accident

asic Information						
Type Operating Certificate-NONE (GEN	IERAL AVIATION)	Aircraft Damage		Inju	ries	
		DEȘTROYED		al Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire	Crew	1 0 0 0	0	0
		ON GROUND	Pass	0 0	0	0
Accident Occurred During -DESCENT -	UNCONTROLLED					
ircraft Information						
Make/Mode1 - BEECH H-35	Eng Make/	Model - CONTINENTAL	0-470-Ġ			
Landing Gear - TRICYCLE-RETRACTABLE	Number Eng	gines – 1		Stall Warni	ng System -	YES
Max Gross Wt - 2900	Engine Typ	De - RECIPROCATI	NG-CARBURETOR			
No. of Seats - 4	Rated Powe	er - 240 HP				
nvironment/Operations Information						
eather Data	Itinerary			ort Proximity		
Wx Briefing - NO RECORD OF BRIEF	ING Last Depart		OF	F AIRPORT/STRI	Р	
Method - N/A	PHOENIX,					
Method - N/A Completeness - N/A Basic Weather - VMC	Destination			ort Data		
	MESA, AZ			IOENIX		
Wind Dir/Speed- 280/020 KTS				nway Ident		
Visibility - 7.0 SM				nway Lth/Wid	•	
Lowest Sky/Clouds - 6000 FT S				inway Surface		
Lowest Ceiling - NONE	Type of Cle	earance - NONE	RU	inway Status	- DRY	
Obstructions to Vision- NONE	Type Apch/l	ndg - NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT		· · · · · · · · · · · · · · · · · · ·				
ersonnel Information		Medical Review			/	_
Pilot-In-Command	Age - 24	Medical	Certificate - N	ALID MEDICAL-W	AIVERS/LIMI	
Certificate(s)/Rating(s)		Keview		e (Hours)	4 11.00	2
PRIVATE SE LAND	Current Months Since	- UNK/NR Tota - UNK/NR Make e - UNK/NR Inst	(Modol = 150	Last 2	4 FIFS - A Dave- UNK	3 /ND
SE LAIND	Months Since	- UNK/INK Make	nument INK/ND		O Days- UNK/	
	All Chart Type		i-Eng - UNK/NR	Last 9 Potono	raft - UNK/	
		MUIT		RUCOrC	Tart - UNK/	NIK .
Instrument Rating(s) - NONE						

THE PLT HAD JUST COMPLETED A FLIGHT FROM FARMINGTON, N.M., TO PHOENIX, AZ (PHX) WHERE SHE DEPLANED HER PAX. THE PLT DEPT PHX ENROUTE TO MESA, AZ, (FFZ). AFTER T.O. THE LCL CONTROLLER INSTRUCTED THE PLT TO TURN RIGHT TO 300 DEG AND TO TURN ON THE XPNDR; THE PLT COMPLIED. SHORTLY THEREAFTER THE LCL CONTROLLER INSTRUCTED THE PLT TO CONTACT THE DEPT CONTROLLER. THE PLT DID NOT ACKNOWLEDGE OR COMPLY WITH THE INSTRUCTIONS. GND WITNESSES RPTD THAT THE AIRPLANE WAS FLYING AT A LOW ALTITUDE WHEN IT PITCHED OVER & CRASHED. THE INVESTIGATION DSCLD NO EVIDENCE OF ANY PREIMPACT AIRFRAME/ENGINE MALFUNCTIONS. THE CABIN ENTRANCE DOOR WAS FOUND TO BE OPEN AT IMPACT, BUT THE LATCHING MECHANISM WAS IN THE LOCKED POSITION. THE PLT'S POSTMORTEM EXAM DISCLOSED THAT SHE WAS NOT WEARING A SEAT BELT AT THE TIME & HER RT ARM WAS EXTENDED AT IMPACT.

File No 6	00 5/29/88	PHOENIX,AZ	A/C Reg. No. N9O4Q	Time (Lcl) - 1740 MST
Occurrence #1 Phase of Operation	-	NT/SYSTEM FAILURE/MA	LFUNCTION	
	LIGHT - INADEQUATE	- PILOT IN COMMAND DESIGN - MANUFACTUR	ER	
Occurrence #2 Phase of Operation		•	ER	
Finding(s) 4. ALTITUDE - NOT 5. DIVERTED AT	MAINTAINED - PILOT TENTION - PILOT IN			
Probable Cause				
The National Transpo is/are finding(s) 1,	-	rd determines that t	he Probable Cause(s) of this accide	ent

Factor(s) relating to this accident is/are finding(s) 3,5

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Brief of Accident

File No 443 1/07/88 UPLAND	A/C Re	eg. No. N2Q Time (Lc1) - 1318 PS			1318 PS	T 		
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	AVIATION)	Aircraft SUBSTAN Fire NONE	TIAL	Crew Dass	Fatal O O	Injur Serious O O	ies Minor 1 O	None O O
Aircraft Information Make/Model - SMITH DSA-1 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1000 No. of Seats - 1	Number Er	ngines – 1 ype – REC	TINENTAL C-85 IPROCATING-CA 85 HP		S	Installed/A tall Warnin		•
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- LIGHT AND VARIABLE Visibility - 5.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - OVERCAST Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS Destination LOCAL ATC/Airspace Type of F Type of C	n e light Plan - learance -			ON AIR Airport D CABLE Runway Runway Runway	ata AIRPORT Ident - Lth/Wid - Surface -		
	Age - 60 Biennial Flight Current Months Since Aircraft Typ	Review - YES = - 8	Total Make/Mode	ligh - 2	t Time (H 2050 250	ours) Last 24 Last 30	Hrs - U	NK/NR NK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PILOT REPORTED THAT HE HAD PERFORMED A MODERATE TO SEVERE "NOSEOVER" AT 4000 FT AGL. THE ENGINE STARTED TO RUN ROUGH AND THEN QUIT. THE PILOT STATED THAT HE HAD PERFORMED MAINTENANCE ON THE CARBURETOR JUST PRIOR TO THIS FLIGHT. AN EMERGENCY LANDING WAS MADE NEAR THE AIRPORT WHERE THE AIRCRAFT COLLIDED WITH A PERIMETER FENCE AND A DIRT EMBANKMENT. DURING THE POSTACCIDENT INSPECTION OF THE ENGINE NO MECHANICAL FAILURES OR MALFUNCTIONS WERE FOUND. THE CARBURETOR FLOAT BOWL WAS FOUND EMPTY OF FUEL, HOWEVER, AND THE FUEL LINE TO THE CARBURETOR CONTAINED FUEL AND WAS UNRESTRICTED. THE FUEL TANK HELD APRX 5 GALS OF FUEL. THE AIRCRAFT WAS NOT EQUIPPED WITH AN INVERTED FLIGHT CARBURETOR/FUEL SYSTEM. A STUCK CARBURETOR FLOAT WOULD HAVE CAUSED THE DESCRIBED POWER LOSS.

File No. - 443 1/07/88 UPLAND, CA A/C Reg. No. N2Q Time (Lcl) - 1318 PST Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation DESCENT - EMERGENCY Finding(s) 1. FUEL SYSTEM, CARBURETOR FLOAT - LOCKED 2. FLUID, FUEL - STARVATION 3. MAINTENANCE, ADJUSTMENT - IMPROPER - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 4. OBJECT - FENCE _____ Occurrence #4 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - DIRT BANK ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

Factor(s) relating to this accident is/are finding(s) 4,5

is/are finding(s) 1,2,3

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Brief of Accident

File No 490 2/05/88 LODI	I,CA A/C Reg. No		N2832J	Т	Time (Lc1) - 0700 PST			
Basic Information Type Operating Certificate-AGRICULTURA	L AIRCRAFT	RAFT Aircraft Damage SUBSTANTIAL			Injuries Fatal Serious Minor			
Type of Operation -AERIAL APPL Flight Conducted Under -14 CFR 137 Accident Occurred During -TAKEOFF		Fire ON GROUND	Crew Pass	0 0	0 0	0 0	1 O	
Aircraft Information Make/Model - CESSNA A188B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3200 No. of Seats - 1	Eng Mal Number Engine	ke/Model - CONTINENT Engines - 1 Type - RECIP-FUE Power - 300 HP	AL I0-520-D	ELT	Installed/A tall Warnin	ctivated		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 25.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAWN	SAME Destinat LOCAL ATC/Airspa Type of Type of	parture Point AS ACC/INC ion		OFF AI Airport D AG STR Runway Runway Runway	IP Ident - Lth/Wid - Surface -	N/A N/A		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL.ATP SE LAND.ME LAND	Age - 43 Biennial Flig Current Months Siu Aircraft	nt Review - YES To nce - 19 Ma Type - C-152 In	tal -	nt Time (H 8328 2600 0	ours) Last 24	Hrs - Days- UN	8	

Instrument Rating(s) - NONE

----Narrative----

PRIOR TO AN AERIAL APPLICATION FLT, THE PLT REPORTED THAT THERE WAS FROST ON THE WINGS AND THAT HE ATTEMPTED TO REMOVE IT BY POLISHING IT WITH HIS HANDS. DURING THE TAKEOFF ROLL THE PLT NOTED THAT AT THE POINT WHERE THE ACFT NORMALLY WOULD BE AIRBORNE THE ACFT WAS STILL ON THE RWY. A LITTLE FURTHER DOWN THE STRIP, THE PLT DECIDED TO DUMP THE LOAD. THE ACFT LIFTED OFF AND THE LANDING GEAR STRUCK A LEVY AT THE DEPARTURE END OF THE STRIP. THE PLT WAS UNABLE TO MAINTAIN CONTROL AND THE ACFT AGAIN COLLIDED WITH THE TERRAIN SEVERAL HUNDRED FEET FROM THE STRIP. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS NOTED AT THE TIME OF THE ENGINE INSPECTION.

2/05/88 LODI,CA A/C Reg. No. N2832J Time (Lcl) - 0700 PST File No. - 490 -----Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WING - ICE 2. ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - PILOT IN COMMAND 3. LOAD JETTISON - DELAYED - PILOT IN COMMAND 4. TERRAIN CONDITION - DITCH _____ ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

Brief of Accident

asic Information					- .		
Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft Dam SUBSTANTIAL		Fatal	Injur Serious	ies Minor	None
Type of Operation -INSTRUCTIONA	1	Fire	Crew		0	4	None O
Flight Conducted Under -14 CFR 91	E	NONE	· Pass	-	ŏ	ò	ŏ
Accident Occurred During -DESCENT		NONE	1455	Ŭ	Ŭ,	Ũ	Ŭ
ircraft Information							
Make/Model - PIPER PA-38-112	Eng Make/Mo	del - LYCOMIN	G 0-235-L2C		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engi				tall Warnin	g System	- YES
Max Gross Wt - 1670	Engine Type		CATING-CARBURE	TOR			
No. of Seats - 2	Rated Power	- 112	HP				
nvironment/Operations Information							
eather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departu	re Point		ON AIR	PORT		
Method - N/A	SAME AS AC	C/INC					
Completeness - N/A	Destination			Airport D			
Basic Weather - VMC	LOCAL			VAN NU			
Wind Dir/Speed- 340/010 KTS					Ident -		
Visibility - 50.0 SM	ATC/Airspace	· · _ · · · · · · · · · · · · · · · · ·	_		Lth/Wid -		150
Lowest Sky/Clouds - CLEAR		ht Plan - NON			Surface -		
Lowest Ceiling - NONE		rance - VFR		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lh	dg - TRA					
Precipitation - NONE Condition of Light - DAYLIGHT		100	CH AND GO				
ersonnel Information							
Pilot-In-Command	Age - 32		cal Certificat			IVERS/LI	TIN
Certificate(s)/Rating(s)	Biennial Flight Re	view	Fligh	nt Time (H	•		
STUDENT			Total -		Last 24		1
	Months Since		Make/Model-		Last 30		
	Aircraft Type	- N/A	Instrument-	0	Last 90	Days-	12

----Narrative----

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THE STUDENT PILOT WAS ON HIS SECOND SUPERVISED SOLO AND HAD EXECUTED A GO-AROUND ON HIS FIRST ATTEMPTED TOUCH & GO MANEUVER. THE PLT REENTERED THE TRAFFIC PATTERN AND LANDED ON RUNWAY 34L. THE AIRPLANE EXITED TO THE LEFT OF THE RUNWAY ONTO THE GRASS. WITH THE FLAPS FULLY EXTENDED THE PILOT ADDED FULL POWER AND BEGAN ANOTHER TAKEOFF. SHORTLY AFTER LIFTOFF THE PLT FULLY RETRACTED THE FLAPS AND THE AIRPLANE SETTLED TO THE GROUND AND COLLIDED WITH THREE PARKED AIRPLANES. THE STUDENT PLT SUSTAINED MINOR INJURIES AND REPORTED THAT HE DID NOT EXPERIENCE ANY AIRPLANE PREIMPACT MALFUNCTIONS OR FAILURES.

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File No 537 2/10/88 VAN NUYS,CA	A/C Rég. No. N25732	Time (Lc1) - 0817 PST
Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL		
inding(s) 1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 2. GO-AROUND - INITIATED - PILOT IN COMMAND		
CCURRENCE #2 LOSS OF CONTROL - IN FLIGHT hase of Operation LANDING - ABORTED	• 	
inding(s) 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 4. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND 5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND		
CCURRENCE #3 IN FLIGHT COLLISION WITH OBJECT Thase of Operation DESCENT - UNCONTROLLED	:	
inding(s) 6. OBJECT - AIRCRAFT PARKED		

Factor(s) relating to this accident is/are finding(s) 5

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Brief of Accident

File No 462 2/27/88 MODESTO,	CA A/C	Reg. No. N8801Y		Time (Lcl) - 1200 PST				
Basic Information Type Operating Certificate-AGRICULTURAL AI		aft Damage	Fatal	Injur		Nama		
		ROYED	Fatal Crew O	Serious		None		
Type of Operation -AERIAL APPLICAT Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING	ION Fire NONE		Crew O Pass O	0 0	1 0	0 0		
Aircraft Information Make/Model - EAGLE DW-1 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3860 No. of Seats - 1	Eng Make/Model - Number Engines - Engine Type - Rated Power -			'Installed/A Stall Warnir				
Environment/Operations Information								
Weather Data	Itinerary		Airport	: Proximity				
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poi	nt	OFF A	IRPORT/STRIF) ·			
Method - N/A	MODESTO, CA							
Completeness - N/A Basic Weather - VMC	Destination LOCAL		Airport	Data				
Wind Dir/Speed- 060/003 KTS			Runwa	y Ident -	N/A			
Visibility - 3.000 SM	ATC/Airspace		Runwa	ıy Lth/Wid	N/A			
Lowest Sky/Clouds - UNK/NR	Type of Flight Pla			y Surface -				
Lowest Ceiling - 10000 FT BROKEN	Type of Clearance			iy Status -	SOFT			
Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAYLIGHT	Type Apch/Lndg	- FORCED LANDI	NG					
Personnel Information								
	e- 45	Medical Certi			IVERS/LIM	IT		
Certificate(s)/Rating(s) Bi	ennial Flight Review		Flight Time (Hours)				
COMMERCIAL	Current - YES		- 6500	Last 24		8		
SE LAND	Months Since - 7	Make/Mode	1- 1200	Last 30) Days-	20		
	Aircraft Type - J3	Instrumen	t- 20	Last 90	Days-	50		
Instrument Rating(s) - NONE								

----Narrative----

WHILE ENROUTE FOR THE PURPOSE OF SPRAYING A FIELD, THE ENGINE SEEMED TO OVERSPEED THEN LOSE POWER. THE AIRCRAFT WAS LANDED ON A SOFT FIELD WHERE DURING THE LANDING ROLL, THE AIRCRAFT NOSED OVER. THE PROPELLER DOME WAS FOUND TO HAVE SEPARATED FROM THE AIRCRAFT IN FLIGHT AND WAS FOUND 150 FEET PRIOR TO THE FIRST POINT OF IMPACT

File No 46	2 2/27/88	MODESTO,CA	A/C Reg. No. N8801Y	Time (Lc1) - 1200 PST
Ccurrence #1 Chase of Operation	•	IT/SYSTEM FAILURE/N	MALFUNCTION	
inding(s) 1. PROPELLER SYSTEM 2. PROPELLER SYSTEM			DPERATIVE	
ccurrence #2 hase of Operation		юч		
ccurrence #3 hase of Operation				
inding(s) 3. TERRAIN CONDITIO	N - SOFT			
Probable Cause				

is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

Brief of Accident

File No 548 3/08/88 CHINO,0	CA A/C	Reg. No. N917WP	ime (Lc1) - 1124 PST			
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBS	aft Damage TANTIAL Cre Pas	Fatal w O			None 0 0
Make/Model - PAGE LONG EZ Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 1450 No. of Seats - 2	Number Engines - Engine Type -	LYCOMING 0-235-L2C 1 RECIPROCATING-CARBU 125 HP	·	Installed/A Stall Warnir		
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Poi CHINO,CA	nt		Proximity RPORT/STRIP	,	
Completeness - N/A Basic Weather - VMC	Destination LA VERNE,CA		Airport D	Data		
Wind Dir/Speed- CALM					N/A	
Visibility - UNK/NR Lowest Sky/Clouds - CLEAR	ATC/Airspace			/ Lth/Wid - / Surface -		
Lowest Skylerouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Flight Pla Type of Clearance Type Apch/Lndg	- VFR			DRY	
Personnel Information						
	ge - 49				WAIVERS/	IMIT
	Siennial Flight Review	Fli	ght Time (F	lours)		
PRIVATE SE LAND	Current - NO Months Since - 53 Aircraft Type - C-17	Total - Make/Model-	234	Last 24	Deve UN	

Instrument Rating(s) - NONE

----Narrative----

DURING A FLIGHT TO TEST THE EFFECTIVENESS OF THE PROPELLER, JUST AFTER TAKEOFF, ONE PROPELLER BLADE SEPARATED FROM THE HUB. THE PILOT MADE AN EMERGENCY OFF FIELD LANDING IN A SOFT FIELD, WHERE DURING THE LANDING ROLL THE AIRCRAFT COLLIDED WITH THE TERRAIN. THE INVESTIGATION REVEALED THAT THE THREE BLADED PROP HAD NOT BEEN USED ON THIS ACFT/ENGINE BEFORE AND THE COMPOSITE CONSTRUCTED PROPELLER HAD BEEN MODIFIED BY THE PILOT BUILDER.

3/08/88 A/C Reg. No. N917WP Time (Lcl) - 1124 PST File No. - 548 CHINO, CA AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION 2. MAINTENANCE, MODIFICATION - IMPROPER - MANUFACTURER _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ ------Occurrence #3 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - SOFT 4. LANDING GEAR, NOSE GEAR - OVERLOAD ---------Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

Brief of Accident

File No 536 3/13/88 CORONA	,CA A/C Reg. No. N2952A			Т	ime (Lcl) -	1055 PS	Т
Basic Information Type Operating Certificate-NONE (GENERAL		/IATION) Aircraft Damage SUBSTANTIAL			Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fir NO	e	Crew Pass	Fatal O O	0	0 0	1 3
Aircraft Information Make/Model - CESSNA 180 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2550 No. of Seats - 4	Number Engines Engine Type	- CONTINENTAL 0-4 - 1 - RECIPROCATING-C/ - 225 HP		S	Installed/A tall Warnir		
Weather Data Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- VARIABLE/015 KTS Visibility - 25.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure P HUNTINGTON BCH Destination SAME AS ACC/IN ATC/Airspace Type of Flight P Type of Clearanc Type Apch/Lndg	,CA C 1an - NONE e - NONE	۵	ON AIR CORONA Runway Runway Runway Runway	ata MUNI. Ident - Lth/Wid - Surface -		60
	Age - 34 3iennial Flight Review Current - YE		Flight	e - VALID : Time (H 150			/LIMIT 1
SE LAND	Months Since - 21 Aircraft Type - C-	Make/Mode	el-		Last 30 Last 90	Days-	5 15

Instrument Rating(s) - NONE

----Narrative----

THE PLT WAS COMPLETING A PERSONAL FLT. DURING THE LANDING ROLL THE AIRPLANE BEGAN TO SWERVE TO THE LEFT. THE PLT REPTD THE RUDDER WAS INEFFECTIVE DUE TO THE AIRPLANE'S SLOW SPEED AND SHE APPLIED THE BRAKES. BEFORE THE AIRPLANE CAME TO A STOP THE LEFT LANDING GEAR STRUT STRUCK A RUNWAY LIGHT AND THE AIRPLANE NOSED OVER ONTO ITS BACK. THE SURFACE WINDS WERE VARIABLE FROM 340 DEG THRU 160 DEG AT ABT 15 KNOTS, GUSTING TO 20 KNOTS. THERE WERE NO PREEXISTING AIRPLANE MALFUNCTIONS OR SYSTEM FAILURES.

File No 5	36 3/13/88 CORONA,CA	A/C Reg. No. N2952A	Time (Lc1) - 1055 PST
Occurrence #1 Phase of Operation	LOSS OF CONTROL - ON GROUND Landing - Roll		
Finding(s) 1. WEATHER CONDITI 2. DIRECTIONAL C	DN - CROSSWIND DNTROL - NOT MAINTAINED - PILOT IN COM	IMAND	· · · · · · · · · · · · · · · · · · ·
Occurrence #2 Phase of Operation	ON GROUND COLLISION WITH OBJECT Landing - Roll		
Finding(s) 3. OBJECT - RUNWAY	LIGHT		
Occurrence #3 Phase of Operation	LANDING - ROLL		
Probable Cause			
The National Transpo is/are finding(s) 2	rtation Safety Board determines that t	he Probable Cause(s) of this accide	ent

Factor(s) relating to this accident is/are finding(s) 1

.

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA		aft Damage				uries	
Type of Operation -PERSONAL		ROYED	0	Fatal	Serious	- Minor O	• None 0
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	Fire NONE		Crew Pass	0	1	0	0
Accident Occurred During -DESCENT					Serious 1 0	0	0
Aircraft Information							
Make/Model - PAXTON RV-3A	Eng Make/Model - I				Installed,		
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1300	Number Engines - Engine Type - P				tall Warn	ing Syste	em - NO
No. of Seats - 1	U U U	150 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Poir LIVERMORE.CA	nt		OFF AI	RPORT/STR:	IP	
Completeness - N/A	Destination		. A	irport D	ata		
Basic Weather - VMC	LOCAL			-			
Wind Dir/Speed- LIGHT AND VARIABLE		•			Ident		
Visibility - 25.0 SM	ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Plar				Surface		
Lowest Ceiling - NONE	Type of Clearance			Runway	Status	- DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NUNE					
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 44	Medical Cert	ificate	- VALID	MEDICAL-	NO WAIVER	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review			Time (H			
PRIVATE	Current - UNK/M	NR Total	-	446	Last :	24 Hrs -	
SE LAND	Months Since - UNK/M Aircraft Type - UNK/M	NR Make/Mod	el-UNK	/NR	Last	30 Days-	
	Aircraft Type - UNK/	NR Instrume	nt-	0	Last 9	90 Days-	UNK/NR
Instrument Rating(s) - NONE							
Narrative							
E PERFORMING AEROBATIC MANEUVERS, THE AIR	CRAFT WAS SEEN TO HAVE ENT	TERED A SPIN. A	T APPRO	XIMATELY	300 FEET		
AIRCRAFT RECOVERED, HOWEVER, THE LEFT WIN							

.

File No 5	78 3/14/88	ANTIOCH, CA	A/C Reg. No. N87JP	Time (Lc1) - 1800 PST
Occurrence #1 Phase of Operation	-	NT/SYSTEM FAILURE/MA	LFUNCTION	
Finding(s) 1. WING,SPAR - OVE 2. DESIGN STRESS	_	T - EXCEEDED - PILOT		
Occurrence #2 Phase of Operation		- IN FLIGHT		
Occurrence #3 Phase of Operation			ER	
Probable Cause				
The National Transpo is/are finding(s) 1,		rd determines that t	he Probable Cause(s) of this accid	dent

Brief of Accident

File No 561 3/14/88 ARVIN,(CA A/C Reg.	No. N59368	Time (Lcl) - 0515 PST Injuries Fatal Serious Minor None				
-Basic Information Type Operating Certificate-ON-DEMAND AIR	TAXI Aircraft D DESTROYED						
Type of Operation -OTHER WORK USE Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	NONE	Crew Pass	0 0	0 0	•	0	
Aircraft Information Make/Model - BELL UH-1B Landing Gear - SKID Max Gross Wt - 8500 No. of Seats - 2	Eng Make/Model - LYCOM Number Engines - 1 Engine Type - TURBC Rated Power - 90	ING T53-L-11D SHAFT	ELT	Installed/A tall Warnin	ctivated		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- LIGHT AND VARIABLE Visibility - UNK/NR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- UNK/NR Precipitation - NONE Condition of Light - NIGHT(DARK)	Itinerary Last Departure Point METTLER,CA Destination UNK/NR ATC/Airspace Type of Flight Plan - N Type of Clearance - N Type Apch/Lndg - P	ONE ONE	OFF AI irport D Runway Runway Runway Runway ING	Ident - Lth/Wid - Surface - Status -	N/A N/A DIRT DRY		
	Jiennial Flight Review	Total - 4 Make/Model- Instrument-	Time (H 746 916	ours) Last 24 Last 30 Last 90	Hrs - Days- UN Days-	1 IK/NR	

Instrument Rating(S) - AIRPLANE, HELICOPTER

----Narrative----

SHORTLY AFTER TAKEOFF WHILE CRUISING AT 1500 FEET, THE PLT NOTED THAT THE FUEL BOOST WARNING LIGHTS ILLUMINATED. THE PILOT BEGAN A DESCENT FOR A PRECAUTIONARY LANDING. DURING DESCENT THE ELECTRICAL SYSTEM FAILED COMPLETELY. PRIOR TO TOUCH DOWN THE HELICOPTER STRUCK A POWER LINE. THE PILOT WAS UNABLE TO MAINTAIN CONTROL AND THE AIRCRAFT COLLIDED WITH THE TERRAIN. THE FLIGHT WAS CONDUCTED IN DARK CONDITIONS. THE PILOT LATER STATED HE THOUGHT HE LEFT THE GEN SWITCH IN THE OFF POSITION, LEAVING ONLY BAT POWER.

File No 50	61 3/14/88	ARVIN,CA	A/C Reg. No. N59368	Time (Lcl) - 0515 PST
Occurrence #1 Phase of Operation		IT/SYSTEM FAILURE/MALE	UNCTION	
inding(s) 1. ELECTRICAL SYSTI 2. AIRCRAFT PREFI	-		· · · · · · · · · · · · · · · · · · ·	
Occurrence #2 Phase of Operation				
inding(s) 3. OBJECT - WIRE,TF 4. VISUAL LOOKOU 5. LIGHT CONDITION	T - NOT POSSIBLE -			
	IN FLIGHT COLLISI DESCENT - UNCONTR		2	

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4 $\$

Factor(s) relating to this accident is/are finding(s) 1,3,5

Brief of Accident

Type Operating Certificate-NONE (GENE							.	• -	
	RAL AVIATION)	Aircraft SUBSTANI			Fatal	Inju Fatal Serious			
Type of Operation -PERSONAL		Fire		Crew				Minor 1 O	
Flight Conducted Under -14 CFR 91		NONE		Pass	0	•	0	0	0
Accident Occurred During -LANDING									
ircraft Information									
Make/Model - ERCOUPE 415-C		/Model - CONT							
Landing Gear - TRICYCLE-FIXED		ngines - 1				tall	Warnir	g System	- NO
Max Gross Wt - 1260 No. of Seats - 2		ype - REC] wer -		G-CARBURI	TUR				
NO. 01 Seats - 2	Rated PO								
nvironment/Operations Information	T b i a a a a a a a a a a					D			
eather Data Wx Briefing - NO RECORD OF BRIEFI	Itinerary NG Last Depa	ntuna Daint			Airport OFF AI				
Method - N/A	SAME AS				UFF AI	RPURI	/ 51 K 1 P		
Completeness - N/A	Destinatio				Airport D	ata			
Basic Weather - VMC	LOCAL				PALO A				
₩ind Dir/Speed- 340/016 KTS					Runway			30	
Visibility - 25.0 SM	ATC/Airspac							2500/	65
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE		light Plan -			Runway				
Obstructions to Vision- NONE		learance - /Lndg -			Runway	Stat	us -	DRY	
Precipitation - NONE	туре ярсп		FORCED L						
Condition of Light - DAYLIGHT									
ersonnel Information									
Pilot-In-Command	Age - 45 Biennial Flight	P	Aedical C	ertificat	e - VALID	MEDI	CAL-NO	WAIVERS/	'LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review		Fligh	nt Time (F	ours)			
PRIVATE	Current	~ NO	Total	-	162	L	ast 24	Hrs - UN	
SE LAND	Months Since	- NO e - UNK/NR pe - UNK/NR	Make/	Model-	4	Li	ast 30	Days-	0
	Anchartiy	Je - UNK/NK	111511	uller t	0	L		Days-	, <i>1</i>
Instrument Rating(s) - NONE									
arrative									
G A LOCAL FLIGHT IN THE PATTERN, THE E	NGINE EXPERIENCED	A LOSS OF POV	VER AND A	FORCED L	ANDING WA	S MAD	E SHOR	т	
E RUNWAY. INSPECTION OF THE ENGINE REV									

File No 4	93 4/02/88	PALO ALTO,CA	A/C Rég. No. N99373	Time (Lc1) - 1445 PST
Occurrence #1 Phase of Operation			CHANICAL	
Finding(s) 1. FLUID,FUEL - WA 2. MAINTENANCE,S 3. ENGINE ASSEMBLY	ERVICE OF AIRCRAFT	- INADEQUATE - PILO ED	T IN COMMAND	
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGE	NCY		
Occurrence #3 Phase of Operation		ION WITH OBJECT		
Finding(s) 4. OBJECT - POLE			*	
Probable Cause				
The National Transpo	rtation Safety Boa	rd determines that t	he Probable Cause(s) of this acci	dent

is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

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Brief of Accident

	PINE, CA		. No. N6466P			ime (Lcl)			
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft SUBSTANT			Fatal	Inju Serious	ries Minor	None	
Type of Operation -PERSONAL		Fire		Crew	0	0	0	1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		NONE Pa			0	0 0		3	
Aircraft Information									
Make/Model - PIPER PA-24-250 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2900 No. of Seats - 4	Number E Engine T	e/Model - LYCO ingines - 1 ype - RECI wer - 2			S	Installed/ tall Warni			
Environment/Operations Information									
leather Data	Itinerary				Airport	Proximity			
Wx Briefing - NO RECORD OF BRIEFING		rture Point			ON AIR	PORT			
Method - N/A	SAME AS								
Completeness - N/A	Destinatio			4	Airport Da				
Basic Weather - VMC	EL MONT	E,CA			LONE P				
Wind Dir/Speed- CALM							- UNK/NR	100	
Visibility - 50.0 SM	ATC/Airspac					Lth/Wid		100	
Lowest Sky/Clouds - CLEAR		light Plan -				Surface			
Lowest Ceiling - NONE Obstructions to Vision- NONE		learance -			кипway	Status	- DRY		
	Type Apch	i/Lhag -	NONE						
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information									
Pilot-In-Command	Age - 41	M	edical Certi	ficate	e - VALID	MEDICAL-N	O WAIVERS	/LIMIT	
	Biennial Flight				t Time (He			-	
PRIVATE	Current	- YES	Total		290		4 Hrs -	2	
SE LAND	Months Sinc	e - 1	Make/Mode	- 1	14	Last 3	0 Days-	5	
	Aircraft Ty	vpe - PA-28	Instrumen	it-	0	Last 9	0 Days-	5	

Instrument Rating(s) - NONE

----Narrative----

AT THE BEGINNING OF THE FLIGHT, JUST AFTER ROTATION, AT APPROXIMATELY 10 FEET AGL, THE PILOT RETRACTED ONE NOTCH OF FLAPS. THE AIRCRAFT SETTLED TO THE RUNWAY AND THE PILOT LOST CONTROL AND COLLIDED WITH THE TERRAIN. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS REPORTED.

File No 4	45 4/02/88	LONE PINE,CA	A/C Reg. No. N6466P	Time (Lc1) - 0800 PST
Occurrence #1 Phase of Operation 1. RAISING OF FLAP	TAKEOFF - INITIA	_ CLIMB		
2. STALL/MUSH - IN	ADVERTENT - PILOT	IN COMMAND		·····
Occurrence #2 Phase of Operation	IN FLIGHT COLLIS DESCENT - UNCONTI		R	
Probable Cause				

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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Brief of Accident

File No 444 5/01/88 QUINCY	,CA A/C	Reg. No. N5104E	1	ime (Lcl) -	1340 PD	T
Basic Information Type Operating Certificate-NONE (GENERAL		ft Damage ANTIAL	Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire	Cre Pas	w O	0	0	1 2
-Aircraft Information Make/Model - CESSNA 180B Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2650 No. of Seats - 4	Number Engines -	ONTINENTAL D-470-K 1 ECIPROCATING-CARBU 230 HP	S	Installed/A tall Warnin		
-Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Poin	.+	Airport ON AIR	Proximity		
Method - N/A	SACRAMENTO, CA	it i	UN AIR	PURI		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	SAME AS ACC/INC		GANSNE			
Wind Dir/Speed- 270/010 KTS			Runway	Ident -	24	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid -		100
Lowest Sky/Clouds - 10000 FT SCATT				Surface -		
	Type of Clearance			Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg					
Precipitation - NONE Condition of Light - DAYLIGHT		FULL STOP				
Personnel Information Pilot-In-Command	Age - 56	Medical Certific	ate - VALID	MEDICAL-WA	IVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight Review	Fli	ght Time (⊦	lours)		
PRIVATE	Current - YES	Total -		Last 24		0
SE LAND	Months Since - 18 Aircraft Type - C-180	Make/Model-	184	Last 30	Days-	0
GLIDER	Aircraft Type - C-180	B Instrument-	0	Last 90	Days-	0
Instrument Rating(s) - NONE						

AT THE END OF A PLEASURE FLIGHT, WHILE IN THE TRAFFIC PATTERN, THE PILOT NOTED THAT THE WINDS WERE LIGHT AND VARIABLE. WHILE ON FINAL APPROACH, A CORRECTION FOR DRIFT WAS MODE. DURING THE LANDING ROLL, IN GUSTING CONDITIONS, THE PILOT LOST CONTROL OF THE AIRCRAFT WHICH VEERED OFF THE RUNWAY AND NOSED OVER IN THE SOFT DIRT ALONGSIDE THE RUNWAY. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRCRAFT PRIOR TO THE ACCIDENT.

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CONTROL - ON GROUND - Roți		
OT MAINTAINED - PILOT IN	COMMAND	
R - ROLL		
F	- ROLL OT MAINTAINED - PILOT IN R - ROLL	- ROLL OT MAINTAINED - PILOT IN COMMAND R

Factor(s) relating to this accident is/are finding(s) 1,3

Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION) Airc	raft Damage		Injur	ries	
	SUB	STANTIAL	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire			0	0	1
Flight Conducted Under -14 CFR 91		E Pas	s 0	0	0	1
Accident Occurred During -LANDING -						
-Aircraft Information						
Make/Model - STINSON 108-2		FRANKLIN 6A4-165-13		Installed/#		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			Stall Warnir	ng System	- YES
Max Gross Wt - 2150		RECIPROCATING-CARBU	RETOR			
No. of Seats - 4	Rated Power -	165 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFI		int	ON AI	RPORT		
Method - N/A	AVALON, CA		• •	D = 4		
Completeness - N/A	Destination		Airport			
Basic Weather - VMC	TEMECULA,CA			O CALIFORNIA		
Wind Dir/Speed- 200/010 KTS Visibility - 20.0 SM				y Ident -	-	60
Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight Pla			y Lth/Wid - y Surface -		60
Lowest Ceiling - NONE	Type of Clearance			y Status -		
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC PATTERN	Kanwa	y status	DRT	
Precipitation - NONE	Type Apony Endg	FULL STOP				
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 51	Medical Certifica	te - VALT	D MEDICAL-WA	TVERS/I T	4T T
Certificate(s)/Rating(s)	Biennial Flight Review		aht Time (
COMMERCIAL	Current - YES	Total -			4 Hrs -	3
CE LAND ME LAND CE CEA ME CEA	Months Since - 2	Make/Model-	1880) Days-	3
SE LAND, ME LAND, SE SEA, ME SEA	Aircraft Type - AC-	700 Instrument-	800	Last 90) Days-	175
SE LAND, ME LAND, SE SEA, ME SEA			4580			
SE LAND,ME LAND,SE SEA,ME SEA		Multi-Eng -	4000			

5/11/88 TEMECULA,CA File No. - 450 A/C Reg. No. N9570K Time (Lcl) - 1300 PDT LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND _____ NOSE OVER Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - DITCH _____ ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

Brief of Accident

Basic Information						
Type Operating Certificate-NONE (GENERAL		raft Damage STANTIAL	Fatal	Injur Serious		None
Type of Operation -PERSONAL	Fire			0	0	1
Flight Conducted Under -14 CFR 91	NON			ŏ	ŏ	1
Accident Occurred During -LANDING		-		-		
Aircraft Information						
Make/Model - BOEING A75N1		CONTINENTAL R-670-		Installed/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warnin	g System	- NO
Max Gross Wt - 2717		RECIPROCATING-CARB 225 HP	URETOR			
No. of Seats - 2	Rated Power -	225 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Po	int	ON AIF	PORT		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination LOCAL		Airport D	ata IENTO EXECUT	T.V.F	
Basic Weather - VMC Wind Dir/Speed- 280/003 KTS	LUCAL		÷		20	
Visibility - 35.0 SM	ATC/Airspace		,	Lth/Wid -		150
Lowest Sky/Clouds - CLEAR	Type of Flight Pla	an - NONE		Surface -		
Lowest Ceiling - NONE	Type of Clearance				DRY	
Obstructions to Vision- NONE		- TRAFFIC PATTER	N			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
	Age - 65	Medical Certifi			WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	F1	ight Time (H			_
COMMERCIAL	Current - YES		2150	Last 24		0
SE LAND, ME LAND	Months Since - 9	Make/Model- 75N1 Instrument-		Last 30 Last 90		2 3
	Aircraft Type - B-A	Multi-Eng -		Last 90	Days-	3
Instrument Rating(s) - NONE						

WHILE ON FINAL APPROACH THE PLT STATED THAT HE HAD BEEN DISTRACTED AND WHEN 2-3 FEET ABOVE THE RWY THE ACFT DROPPED IN A NEAR THREE POINT ATTITUDE. THE PLT LOST DIRECTIONAL CONTROL AND THE ACFT VEERED OFF THE RWY AND NOSED DOWN. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS WITH THE ACFT AT THE TIME OF THE ACCIDENT.

File No 4	60 5/11/88	SACRAMENTO, CA	A/C Reg. No. N747JR	Time (Lc1) - 15	35 PDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL LANDING - FLARE/				
	TROL - NOT MAINTAI TENTION - PILOT IN	NED - PILOT IN COMMAND COMMAND			
Occurrence #2 Phase of Operation	NOSE DOWN Landing - Roll				
Probable Cause		· · · · · · · · · · · · · · · · · · ·			
The National Transpo is/are finding(s) 1	rtation Safety Boa	rd determines that the	Probable Cause(s) of this accide	nt	н 1917 - Салан С

Factor(s) relating to this accident is/are finding(s) 2

 Basic Information Type Operating Certificate-NONE (GENERAL 	AVIATION) Aircra	ft Damage		Inju	ries	
		ANTIAL	Fatal	Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew	-	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - FAIRCHILD M-62A-3		ANGER C-440-C5		Installed/		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines -			tall Warnin	ng System	- NO
Max Gross Wt - 2800		ECIPROCATING-CARBUR	ETOR			
No. of Seats - 2	Rated Power -	200 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poin	t	OFF AI	RPORT/STRI)	
Method - N/A	CHINO, CA					
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC Wind Dir/Speed- 230/010 KTS	LOCAL		Pupway	Ident	- N/A	
Visibility - 7.0 SM	ATC/Airspace			Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface	•	
Lowest Ceiling - NONE	Type of Clearance			Status		
Obstructions to Vision- NONE	Type Apch/Lndg		·····,		ROUGH	
Precipitation - NONE						-
Condition of Light - DAYLIGHT						
-Personnel Information						
Pilot-In-Command	Age - 27	Medical Certifica	te - VALID	MEDICAL-NO) WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ht Time (H	ours)		
PRIVATE	Current - YES	Total -		Last 24		3
SE LAND	Months Since - 11) Days-	10
	Aircraft Type - L-8A	Instrument-		Last 90) Days-	20
		Multi-Eng -	10			
Instrument Rating(s) - NONE						
Narrative		·				
	NLY QUIT AND AN EMERGENCY					

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Brief of Accident (Continued) 5/14/88 A/C Reg. No. N46836 Time (Lc1) - 1630 PDT File No. - 535 CHINO,CA Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - STARVATION 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ ON GROUND COLLISION WITH OBJECT Occurrence #3 Phase of Operation LANDING - ROLL Finding(s) 3. OBJECT - FENCE ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

File No 547 5/14/88 MIDDLETOWN,CA		A/C R	A/C Reg. No. N74T			ime (Lcl) -	1700 PD	Г
-Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL	_ AVIATION)	Aircraf SUBSTAI Fire	t Damage NTIAL	Crew	Fatal 0	Injur Serious O	ies Minor O	None 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE		Pass	0	0	0	0
-Aircraft Information Make/Model - SLINGSBY T59D KESTREL 19 Landing Gear - TAILWHEEL-RETRACTABLE M/ Max Gross Wt - 1040 No. of Seats - 2	AINS Number E Engine T	/Model - N// ngines - N// ype - N// wer - N//	۵ ۵			Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- LIGHT AND VARIABLE Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	VACAVIL Destinatio LOCAL ATC/Airspac Type of F Type of C	n e light Plan learance	- NONE	ANDING	OFF AI Airport D Runway Runway Runway		N/A N/A DIRT DRY	GETATION
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND GLIDER	Age - 42 Biennial Flight Current Months Sinc Aircraft Ty	Review - YES	Total Make/I	Fligh - Model-	nt Time (H 557	MEDICAL-NO lours) Last 24 Last 30 Last 90	Hrs - Days-	/LIMIT 3 20 33

Instrument Rating(s) - NONE

----Narrative----

DURING A LOCAL PLEASURE FLIGHT, THE PILOT WAS UNABLE TO MAINTAIN ALTITUDE DUE TO THE AIRCRAFT ENCOUNTERING A DOWNDRAFT. DURING THE LANDING ROLL IN AN OPEN FIELD, THE PILOT INTENTIONALLY GROUND LOOPED THE AIRCRAFT TO AVOID COLLIDING WITH A FENCE.

File No 547	5/14/88 MIDDLETOWN,CA	A/C Reg. No. N74T	Time (Lc1) - 1700 PDT
Occurrence #1 FOR Phase of Operation DES			
	DOWNDRAFT OT UNDERSTOOD - PILOT IN COMMAND ECISION - POOR - PILOT IN COMMAND		
Occurrence #2 ON Phase of Operation LAN	GROUND COLLISION WITH TERRAIN/WATER DING - ROLL		
Finding(s) 4. GROUND LOOP/SWERVE -	INTENTIONAL - PILOT IN COMMAND		
Probable Cause			
The National Transportati is/are finding(s) 2,3,4	on Safety Board determines that the F	Probable Cause(s) of this acci	dent

Factor(s) relating to this accident is/are finding(s) 1

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENERA	AVIATION)	Aircraft Dama	ae		Injur	ios	
Type operating berthildere hole (denerg		SUBSTANTIAL		Fatal			None
Type of Operation -BUSINESS		Fire		0	0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	1
Accident Occurred During -TAXI							
-Aircraft Information	· · · · · · · · · · · · · · · · · · ·						
Make/Model - PIPER PA-34-200T		del – CONTINEN					
Landing Gear - TRICYCLE-RETRACTABLE	Number Engi			S	tall Warnin	g System	- YES `
Max Gross Wt - 4570		- RECIP-FU					
No. of Seats - 6	Rated Power	- 200 H	r 				
-Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departu			OFF AI	RPORT/STRIP		
Method - N/A Completeness - N/A	REDDING,CA Destination			Airport D	a+a		
Basic Weather - VMC	SAME AS AC				ala		
Wind Dir/Speed- CALM	SAME AS AS	5, 110		Runwav	Ident -	N/A	
Visibility - 100.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flig	nt Plan - NONE			Surface -		
Lowest Ceiling - NONE	Type of Clear	rance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Ln	dg - NONE					
Precipitation - NONE Condition of Light - DAYLIGHT							
				,			
-Personnel Information Pilot-In-Command	1.70 00	Madáa	-1. 0				
Certificate(s)/Rating(s)	Age - 26 Biennial Flight Rev	/iew	al Certificat Fligh	t Time (H	lours)	WAIVER5/	LIMII
COMMERCIAL	Current	- YES T	otal -	1481	Last 24	Hrs -	8
SE LAND, ME LAND	Months Since	-19 Ma	ake/Model-	815	Last 30	Days-	64
	Aircraft Type	- PA-44 I	nstrument-	250	Last 90	Days-	152
		M	ulti-Eng -	836			
Instrument Rating(s) - AIRPLANE							
-Narrative							
LE TAXIING ON A DIRT ROAD, THE RIGHT WING HANICAL FAILURES OR MALFUNCTIONS REPORTED .			NTIAL DAMAGE.	THERE WE	RE NO		

File No 546	5/14/88 MERCED.CA	A/C Reg. No. N66SL	Time (Lc1) - 0630 PDT	
	GROUND COLLISION WITH OBJECT I - FROM LANDING			
Finding(s) 1. OBJECT - TREE(S) 2. VISUAL LOOKOUT - NO	DT MAINTAINED - PILOT IN COMMAND			
Probable Cause				

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage	e		Injur	ies	
······································		SUBSTANTIAL			Serious	Minor	
Type of Operation -INSTRUCTION	NAL	Fire NONE	Crew	0	0	0	2
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	0
Accident Occurred During -HOVER							
Aircraft Information							
Make/Model - ROBINSON R22	Eng Make/I	Model - LYCOMING (gines - 1	D-320-A2C	ELT I	nstalled/Ad		
Landing Gear - SKID	Number Eng	gines - 1		St	all Warning	g System	- NO
Max Gross Wt - 2350		pe - RECIPROCA		TOR			,
No. of Seats - 2	Rated Powe	er - 124 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BRIEFIN	NG Last Depar			OFF AIF	PORT/STRIP		
Method - N/A	PASO ROB						
Completeness - N/A	Destination			Airport Da	ita		
Basic Weather - VMC	LOCAL			Durauna	Televet	N1 / A	
Wind Dir/Speed- CALM					Ident - Lth/Wid -		
Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace	ight Plan - NONE			Surface -		
Lowest Ceiling - NONE					Status -		
Obstructions to Vision- NONE	Type of Cit	earance - NONE Lndg - NONE		Runway	status -	DRT	
Precipitation - NONE	туре арсил						
Condition of Light - DAYLIGHT							
Personnel Information	Age - 31	Madiaa	1 Certificat		MEDTCAL -NO		
Pilot-In-Command Certificate(s)/Rating(s)		Davidavi	E 1 d a la	+ Time (Ue		WAIVERS/	LIMIII
COMMERCIAL, CFI	Current		tal -	598	Last 24	Hrs -	2
COMMERCIAL, CI I	Months Since	- YES To - 12 Mal	ke/Model-	579	Last 30		
HELICOPTER	Aircraft Type	e - R22 In:	strument-	0	Last 90	Days-	125
				Ũ	Last 90 Rotorcra	aft -	595
Instrument Rating(s) - NONE							
Narrative							
NG A LOCAL INTRODUCTORY INSTRUCTIONAL FI	IGHT, THE STUDENT	LOST CONTROL OF T	HE HELICOPTE	R. THE FLI	GHT		
RUCTOR WAS UNABLE TO TAKE CONTROL BEFORI AIN AND ROLLED OVER.	E THE TAIL ROTOR CO	NTACTED THE GROUN	D. THE HELIC	OPTER COLL	IDED WITH	THE	

File No 5	5/21/88	PASO ROBLES,CA	A/C Reg. No. N32Y	Time (Lc1) - 1345 PDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL Hover	- IN FLIGHT		
2. REMEDIAL ACTION			· · · · · · · · · · · · · · · · · · ·	
Occurrence #2 Phase of Operation		ION WITH TERRAIN/WATER ROLLED	·,	
Probable Cause				
The National Transpo is/are finding(s) 1,		rd determines that the	Probable Cause(s) of this acci	dent

Factor(s) relating to this accident is/are finding(s) 3

Brief of Accident File No. - 446 7/19/88 PORTOLA VALLEY, CA A/C Reg. No. N2074M Time (Lc1) - 2105 PDT ----Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries DESTROYED Fatal Serious Minor None Type of Operation -PERSONAL Fire Crew 1 0 0 0 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -DESCENT - UNCONTROLLED _____ ----Aircraft Information----Make/Mode1 - BEECH 76 Eng Make/Model - LYCOMING 0-360-A1G6D ELT Installed/Activated - YES/YES Number Engines - 2 Stall Warning System - YES Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3916 Engine Type - RECIPROCATING-CARBURETOR No. of Seats -Rated Power 180 HP 4 ----Environment/Operations Information----Airport Proximity Weather Data Itinerary - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Wx Briefing Method - N/A PALO ALTO.CA Completeness - N/A Destination Airport Data - VMC LOCAL PALO ALTO Basic Weather Runwa∨ Ident Wind Dir/Speed- LIGHT AND VARIABLE - N/A Runway Lth/Wid - N/A Visibility - 5.0 SM ATC/Airspace Lowest Sky/Clouds -CLEAR Type of Flight Plan - NONE Runwav Surface - N/A Type of Clearance - NONE Lowest Ceiling NONE Runway Status - N/A Obstructions to Vision- NONE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - NIGHT(BRIGHT) ----Personnel Information----Pilot-In-Command 24 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Age -Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current PRIVATE - YES Total 322 Last 24 Hrs -0 29 SE LAND, ME LAND Months Since - 1 Make/Model-Last 30 Days-15 62 Aircraft Type - B-76 Instrument-Last 90 Davs-29 Multi-Eng -29 Instrument Rating(s) - AIRPLANE ----Narrative----WHILE DINING WITH FRIENDS WITH WHOM HE RESIDED. THE PILOT TOLD THEM THAT HE WAS "GOING FLYING". AT THE

WHILE DINING WITH FRIENDS WITH WHOM HE RESIDED, THE PILOT TOLD THEM THAT HE WAS "GOING FUTING. AT THE COMPLETION OF THE FLIGHT HE WOULD FLY OVER THE HOUSE BEFORE HE RETURNED TO PALO ALTO AIRPORT (PAO). THE PILOT TWICE CIRCLED THE RESIDENCE WHICH IS ABT 7 MILES SOUTHWEST OF PAO AT A LOW ALTITUDE AND THEN PROCEEDED WEST. GROUND WITNESSES REPORTED THAT WHEN THE AIRPLANE WAS ABT 1/2 MILE WEST OF THE RESIDENCE IT ENTERED A 70 DEG NOSE HIGH ATTITUDE. THE MANEUVER RESEMBLED A LEFT HAMMERHEAD STALL EXCEPT BEFORE IT REACHED THE NOSE DOWN ATTITUDE IN ENTERED A LEFT SPIN. ONE WITNESS CLOSE TO THE ACCIDENT SITE RPTD THAT THE AIRPLANE HAD STOPPED ITS SPIN ROTATION AND WAS IN ABT A 45 DEG NOSE DOWN ATTITUDE AT IMPACT. THE WITNESSES NEAR THE ACCIDENT SITE REPTD THAT 1 OF THE ENGS SOUNDED IRREGULAR. THE POST CRASH INVESTIGATION DISCLOSED NO EVIDENCE OF ANY AIRPLANE OR ENGINE PREEXISTING MALFUNCTIONS OR FAILURES.

File No 4	46 7/19/88	PORTOLA VALLEY,CA	A/C Reg. No. N2074M	Time (Lc1) - 2105 PDT
Occurrence #1 Phase of Operation		- IN FLIGHT RN TO REVERSE DIRECTION		
Finding(s) 1. LIGHT CONDITION 2. JUDGEMENT - POO 3. AEROBATICS - AT 4. PROPER ALTITUDE 5. FLIGHT CONTROLS 6. STALL/SPIN - IN	R - PILOT IN COMMA TEMPTED - PILOT IN - NOT MAINTAINED - IMPROPER USE OF	COMMAND - PILOT IN COMMAND - PILOT IN COMMAND		
Occurrence #2 Phase of Operation		ION WITH TERRAIN/WATER ROLLED		
Probable Cause				

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,3

Brief of Accident

File No 494 4/02/88 BOULDE	A/C Reg	. No. N788G		Tim 	e (Lcl) -	1235 MST	r 	
Type Operating Certificate-NONE (GENERAL Type of Operation -SIGHTSEEING Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	AVIATION)	Aircraft DESTROYE Fire NONE			al 1 1	Injur Serious O O	ries Minor O O	None 0 0 ⁻
Aircraft Information Make/Mode1 - BURKHART GROB FLUGZEUGBA Landing Gear - HULL Max Gross Wt - 1279 No. of Seats - 2	Number E	ngines – N/A ype – N/A					ctivated ng System	- NO -N// - NO
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 020/010 KTS Visibility - 65.0 SM Lowest Sky/Clouds - UNK/NR Lowest Sky/Clouds - UNK/NR Dewest Ceiling - 18000 FT BROKE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	BOULDER Destinatio LOCAL ATC/Airspac Type of F	n e light Plan - learance -		OF Airpo Ru Ru Ru Ru	F AIRP rt Dat nway I nway L nway S	dent - th/Wid - urface -	N/A N/A	
		Review	Total	Flight Tim - 663 1- 111		rs) Last 24	Hrs -) Days-	/LIMIT 2 40 79

Instrument Rating(s) - NONE

----Narrative----

ON TWO PREVIOUS FLTS MADE IN SAME AREA OF ACCIDENT, PLT HAD FOUND NO LIFTING THERMALS. PAX ON ONE OF THE PREVIOUS FLTS SAID HE AND PLT HAD FLOWN BELOW RIDGE LINE, 150 FT FROM MTN SIDES, AND 100 FT ABOVE TREES. PAX SAID THEY "WERE SO CLOSE, YOU COULD COUNT THE PINE CONES ON THE TREES." GLIDER TOOK OFF ON ACCIDENT FLT AT 1205 AND FAILED TO RETURN AT 1245 AS SCHEDULED. WX CONDITIONS WERE VMC. WRECKAGE WAS LOCATED AT 0905 NEXT MORNING. EVIDENCE INDICATED THAT THE GLIDER CLIPPED SMALL SCRUB TREE IN 50 DEG RIGHT BANK AND STRUCK OUTCROPPING OF BOULDERS. GLIDER THEN SKIDDED SHORT DISTANCE, WEDGING BETWEEN TWO TREES. OCCUPANTS WERE EJECTED. POSTMORTEM EXAMINATIONS OF BOTH OCCUPANTS DISCLOSED NO MEDICAL FACTOR INVOLVEMENT.

A/C Reg. No. N788G	Time (Lc1) - 1235 MST
	A/C Reg. No. N788G

Factor(s) relating to this accident is/are finding(s) 2,4

is/are finding(s) 1,5

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Dam SUBSTANTIAL		Fatal	Injur Serious	ries Minor	None
Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0	0 0	0	1 0
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number	e/Model - LYCOMIN Engines - 1 Type - RECIPRO ower - 110	CATING-CARBURE	S	Installed// tall Warnir		
Environment/Operations Information Weather Data	Itinerary			Airpont	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Dep	arture Point DLLINS,CO		ON AIR			
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM	Destinatio LOCAL	n		Airport Da FORT C	OLLINS	- 11	
Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of (Flight Plan - COM Clearance - NON		Runway Runway	Lth/Wid - Surface -	- 4700/	50
Precipitation - NONE Condition of Light - DAYLIGHT		· · · · · · · · · · · · · · · · · · ·	L STOP				
Personnel Information Pilot-In-Command	Age - 25	Medi	cal Certificat				
Certificate(s)/Rating(s)	Biennial Fligh	t Review	Flight	t Time (H	ours)		
STUDENT	Current	•	Total -		Last 24		2
	Months Sind Aircraft Ty	•	Make/Model- Instrument-		Last 30) Days- UN) Days-	1K/NR 41

Instrument Rating(s) - NONE

----Narrative----

THE STUDENT PILOT WAS RETURNING FROM A CROSS COUNTRY TRAINING FLIGHT. AT TOUCHDOWN THE ACFT BOUNCED AND BEGAN TO PORPOISE. THE NOSE GEAR COLLAPSED AND THE PLANE NOSED DOWN. THE FBO REPORTED CALM WINDS AND DRY RNWY CONDITIONS.

File No 5	20 5/28/88	FORT COLLINS, CO	A/C Reg. No. N67446	Time (Lcl) - 1130 MDT
ccurrence #1 hase of Operation	HARD LANDING LANDING - FLARE/	TOUCHDOWN		
3. RECOVERY FROM B	L EXPERIENCE - PI	LOT IN COMMAND MPROPER - PILOT IN COMM	AND	
ccurrence #2 hase of Operation		SED		
inding(s) 4. LANDING GEAR,NO 5. LANDING GEAR,NO				
ccurrence #3 hase of Operation				
Probable Cause				
he National Transpo s/are finding(s) 1,3		rd determines that the	Probable Cause(s) of this accid	lent
actor(s) relating to	this accident is	/are finding(s) 2		

Basic Information Type Operating Certificate-ON-DEMAND AI	R TAXI Aircraf	t Damage		Injur	ies	
		· · · · · · · ·	Fata1			None
Type of Operation -INSTRUCTIONA		Crew		1	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	5 0 ·	0	0	1
Accident Occurred During -STANDING						
Aircraft Information						
Make/Model - CESSNA TR-182RG	Eng Make/Model - LY			nstalled/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1			all Warnir	ng System	- YES
Max Gross Wt - 3100		CIPROCATING-CARBUR	RETOR			
No. of Seats - 4	Rated Power -	235 HP				
Environment/Operations Information	· · · · · · · · · · · · · · · · · · ·					
Weather Data	Ltinerary		Airport P	roximity		
Wx Briefing - NWS	Last Departure Point	:	ON AIRP	ORT		
Method - TELEPHONE	ENGLEWOOD, CO					
Completeness - WEATHER NOT PERTINENT	Destination		Airport Da	ta		
Basic Weather - VMC	LOCAL		CENTENN	IAL		
Wind Dir/Speed- UNK/NR					UNK/NR	
Visibility - 15.0 SM	ATC/Airspace		Runway	Lth/₩id -	UNK/NR	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -		
Lowest Ceiling - NONE	Type of Clearance	~ NONE	Runway	Status -	UNK/NR	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 26	Medical Certifica	te - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	pht Time (Ho	urs)		
COMMERCIAL, CFI	Current - YES	Total -	519	Last 24	Hrs -	3
SE LAND	Months Since - 7	Make/Model-	22	Last 30) Days-	72
	Aircraft Type - BE-76	Instrument-	10	Last 90	Days-	171
		Multi-Eng -	23			
Instrument Rating(s) - AIRPLANE						
larrative		· · · · · · · · · · · · · · · · · · ·				
CFI, A PRIVATE RATED DUAL STUDENT, AND ON						
MPTED TO HAND PROP THE AIRPLANE WHEN THE	BATTERY WAS FOUND TO BE INC	PERATIVE. DURING T	HE ATTEMPT,	THE CFI W	AS	

File No 579	6/01/88 ENGLEWOOD,CO	A/C Reg. No. N999HP	Time (Lc1) - 0915 MDT	
	PELLER/ROTOR CONTACT TO PERSON NDING - STARTING ENGINE(S)			
Finding(s) 1. ELECTRICAL SYSTEM,BAI 2. STARTING PROCEDURE	TERY - OUTPUT LOW - IMPROPER - PILOT IN COMMAND(CFI)	· · · · ·		

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

	6/13/88 W	/ESTCLIFFE,CO		g. No. N81940		Time (Lc1)		
Basic Information Type Operating Certific	ate-NONE (GE	NERAL AVIATION)	Air <u>c</u> raft	Damage		Inju	ıries	
			SUBSTAN	-	Fatal	-		None
Type of Operation	-PERSONAL		Fire	Cre	w O	0	0	1
Flight Conducted Under	-14 CFR 9	91	NONE	Pas	s 0	0	0	0
Accident Occurred Durin	g -TAKEOFF							
Aircraft Information								
Make/Mode1 - HALL HP	- 18	Eng Make/M	odel - N/A		EL	「Installed/	Activated	- NO -N/
Landing Gear - HULL		Number Eng	ines - N/A			Stall Warni	ing System	- NO
Max Gross Wt - 750		Engine Type	e - N/A					
No. of Seats - 1		Rated Powe	r - N/A					
Environment/Operations In	formation							
Weather Data		Itinerary			Airpor	t Proximity		
Wx Briefing - NO RE	CORD OF BRIE	FING Last Departs	ure Point		ON A	IRSTRIP		
Method - N/A		SAME AS A	CC/INC					
Completeness - N/A		Destination			Airport	Dāta		
Basic Weather - VMC		LOCAL			LAKE	CREEK		
Wind Dir/Speed- LIGHT	AND VARIABL	.E			Runwa	ay Ident	- 04	
Visibility - 15.	O SM	ATC/Airspace			Runwa	ay Lth/Wid	- 4000/	75
Lowest Sky/Clouds -	CLEAR	Type of Fli	ght Plan -	NONE	Runwa	ay Surface	- DIRT	
Lowest Ceiling -	NONE	Type of Cle	arance -	NONE	Runwa	ay Status	- DRY	
Obstructions to Visio	n- NONE	Type Apch/L	ndg -	NONE		-		
Precipitation	- NONE							
Condition of Light	- DAYLIGHT							
Personnel Information								
Pilot-In-Command		Age - 51		Medical Certific	ate - NO I	MEDICAL		
Certificate(s)/Rating(s)	Biennial Flight R	eview	Fli	ght Time	(Hours)		
PRIVATE		Current	- YES	Total - Make/Model-	621	Last 2	24 Hrs -	2
SE LAND		Months Since	- 12	Make/Model-	91	Last 3	80 Days-	13
GLIDER		Aircraft Type	- L-13	Instrument-	0	Last 9	0 Days-	13

File No 54	6/13/88	WESTCLIFFE,CO	A/C Reg.	No. N81940	Time (Lc1)	- 1230 MDT	
Occurrence #1 Phase of Operation	LOSS OF CONTROL - Takeoff - Ground						
Finding(s) 1. PROPER ALIGNMENT 2. VISUAL/AURAL 3. VISUAL LOOKOUT - 4. UNSUITABLE TERRA	PERCEPTION - PILC NOT POSSIBLE -	T IN COMMAND					
Occurrence #2 Phase of Operation	ON GROUND COLLISI Takeoff - Aborted	ON WITH TERRAIN/WATER	2				
Finding(s) 5. TERRAIN CONDITIO	N - HIGH VEGETATIO	N					
Probable Cause	-						
The National Transpor	tation Safety Boar	d determines that the	Probable Cause(s) of this accid	dent		

is/are finding(s) 1,2,3,4

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File No 426 7/04/88 FORT COLLINS,CO		A/C Reg	A/C Reg. No. N742OS			Time (Lcl) - 0740 MDT			
Basic Information Type Operating Certificate-NONE (GEN Type of Operation -PERSONAL Flight Conducted Under -14 CFR 9 Accident Occurred During -DESCENT		Aircraft [SUBSTANT] Fire NONE	•		Inju Serious O 1	ries Minor O O	None 1 0		
Aircraft Information Make/Model - BALLOON WORKS FIREFL Landing Gear - N/A Max Gross Wt - 1660 No. of Seats - UNK/NR	Number E	/Model - N/A ngines - N/A ype - N/A wer - N/A			Installed/ itall Warni				
Environment/Operations Information Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 360/004 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Depa SAME AS Destinatio LOCAL ATC/Airspac Type of F Type of C	e light Plan - M learance - M /Lndg - S	ONE	OFF AI Airport D Runway Runway Runway	/ Ident / Lth/Wid / Surface	P - N/A - N/A - GRASS/TUR - DRY	?F		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL FREE BALLOON			Total - Make/Model-	ght Time (H 117	lours) Last 2 Last 3	4 Hrs - 0 Days- 0 Days-	1 5 7		

Instrument Rating(s) - NONE

----Narrative----

THIS BALLOON FLT WAS PART OF A RALLY. THE FLT DEPARTED FROM A STADIUM, CLIMBED TO 500' AND THEN MADE A CONTROLLED DESCENT AND LANDING. AFTER THE NEXT TAKEOFF AND CLIMB TO ABOUT 125' WHEN THE BURNER WAS TURNED OFF THE PLT NOTICED THAT FUEL WAS NOT FLOWING TO THE PLT LIGHT. WHILE ATTEMPTING CORRECTIVE ACTION THE BALLOON COOLED AND BEGAN TO DESCEND. THE BALLOON WAS DRIFTING TOWARD POWERLINES AND UPON REACHING 50 TO 75' AGL, THE PLT DECIDED TO OPEN THE VENT FULL AND MAKE AN EMERGENCY LANDING. DURING THE LANDING THE BALLOON DRAPED OVER A FENCE AND THE PASSENGER SUFFERED A BROKEN ANKLE. THE PILOT STATED THAT IT IS LIKELY SHE INADVERTENTLY BUMPED THE PILOT LIGHT VALVE WHILE WORKING THE MAIN FUEL VALVE. SHE REPORTED THAT AFTER THE ACCIDENT BOTH THE MAIN AND PILOT FUEL SYSTEMS WERE CHECKED AND FOUND OK.

File No 4	26 7/04/88	FORT COLLINS,CO	A/C Reg. No. N7420S	Time (Lc1) - 0740 MDT
Phase of Operation 1. BALLOON EQUIPMEN	CRUISE - NORMAL NT,HEATER SYSTEM - INADVERTENT DEACT	IVATION - PILOT IN COMMA		
Occurrence #2 Phase of Operation		NCY		· · · · · · · · · · · · · · · · · · ·
Occurrence #3 Phase of Operation		NCY		
Finding(s) 4. OBJECT - WIRE,TH 5. EMERGENCY PROD		- PILOT IN COMMAND		
Probable Cause				

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Brief of Accident

Basic Information			· · · · · · · ·						
 Type Operating Certificat 	CE-NUNE (GENERA	L AVIALION)	Aircraft [SUBSTANT]		Fatal	Injur Serious	nes Minor	None	
Type of Operation	-PERSONAL		Fire	Cre		0	0		
Flight Conducted Under			NONE	Pas	ss O	0	0	1	
Accident Occurred During	-LANDING - RC	DLL							
Aircraft Information									
	-28R-201T			INENTAL TSIO-36				ed - YES/YE	
Landing Gear - TRICYCLE-	RETRACTABLE		gines - 1			tall Warnir	ng Syste	em - YES	
Max Gross Wt - 2900 No. of Seats - 4		Rated Pow		P-FUEL INJECTED)				
Environment/Operations Info Weather Data	ormation	Itinerary			Airport F	Proximity			
Wx Briefing - NO RECO	ORD OF BRIEFING		ture Point		ON AIR				
Method - N/A		CASPER, W							
Completeness - N/A		Destination			Airport Da	ata			
Basic Weather - VMC					ERIE-TRI COUNTY				
Wind Dir/Speed- 090/006						Ident -			
Visibility - 20.0		ATC/Airspace				Lth/Wid -			
Lowest Sky/Clouds -		TERED Type of F1				Surface -		.т	
Lowest Ceiling -			earance - N		Runway	Status -	DRY		
Obstructions to Vision-		Type Apch/	Lndg - F	ULL STOP					
Precipitation -	NONE								
Condition of Light -	· DAYLIGHT								
Personnel Information									
Pilot-In-Command		Age - 58	Me	edical Certific			IVERS/L	.1M11	
Certificate(s)/Rating(s)		Biennial Flight	Review	F11	ght Time (Ho	ours)			
PRIVATE SE LAND		Current Mantha Since	- YES		1275	Last 24	Hrs -		
SE LAND		Months Since	-20	Make/Model-	12/5		Days-		
		All Chart Type	3 - PA-20K	Total - Make/Model- Instrument-	4		Days-	UNK/ NK	
	- NONE								

File No 453 7/09/88 ERIE,CO	A/C Reg. No. N135E	Time (Lc1) - 1225 MDT
Occurrence #1 OVERRUN Phase of Operation LANDING - ROLL		
Finding(s) 1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE 3. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND 4. TOUCHDOWN - DELAYED - PILOT IN COMMAND 5. AIRSPEED - EXCESSIVE - PILOT IN COMMAND		
Occurrence #2 NOSE OVER Phase of Operation LANDING - ROLL		
Finding(s) 6. TERRAIN CONDITION - ROUGH/UNEVEN 7. TERRAIN CONDITION - DITCH		· ·
Probable Cause	· · · · · · · · · · · · · · · · · · ·	

Factor(s) relating to this accident is/are finding(s) 2,6,7

Brief of Accident

File No 556 8/01/88 SELBY	A/C Reg. No. NS	Time (Lcl) - 1145 EDT							
Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL			Injuries Fatal Serious Minor None				
Type of Operation -BANNER TOW Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		Fire NONE	Crew Pass	0	0		1 0		
-Aircraft Information Make/Model - CESSNA 150K Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Number Engir	- RECIPROCATIN		S	Installed// tall Warnin				
-Environment/Operations Information									
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary	a Daint		Airport ON AIR	Proximity				
Method - N/A	i Last Departur SELBYVILLE.			UN AIR	PURI				
Completeness - N/A	Destination	DE		Airport D	a+a				
Basic Weather - VMC	LOCAL			WARRIN					
Wind Dir/Speed- LIGHT AND VARIABLE	EGGAL					- 32			
Visibility - 2.000 SM	ATC/Airspace				Lth/Wid -		100		
Lowest Sky/Clouds - 2000 FT SCAT		t Plan - NONE			Surface ·				
Lowest Ceiling - NONE	Type of Clear	ance - NONE			Status				
Obstructions to Vision- HAZE	Type Apch/Lnd								
Precipitation - NONE		5							
Condition of Light - DAYLIGHT									
-Personnel Information									
Pilot-In-Command	Age - 26				MEDICAL-WA	AIVERS/LIM	TIN		
Certificate(s)/Rating(s)	Biennial Flight Rev			nt Time (H					
COMMERCIAL			-		Last 24		6		
SE LAND, ME LAND	Months Since -	1 Make/	Model-	473	Last 30) Days-	107		
	Aircraft Type -				Last 9() Days-	231		
		Multi	i-Eng -	159					

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT WAS IN THE PROCESS OF PICKING UP A BANNER WHEN THE AIRCRAFT STALLED AND CRASHED INTO A WOODED AREA. THE BANNER WAS PICKED UP AT AN AIRSPEED OF 80 MPH AND THE ACFT ALTITUDE WAS INCREASED TO 250 FT AGL. THE PILOT REPORTED THAT THE WINGS OF THE ACFT ROCKED BACK AND FORTH AND THE ACFT BECAME UNSTABLE. THE TOW BANNER WAS THEN RELEASED, THE ACFT STALLED AND DESCENDED INTO A WOODED AREA IN A NOSE DOWN ATTITUDE.

8/01/88 Time (Lc1) - 1145 EDT File No. - 556 SELBYVILLE, DE A/C Reg. No. N5982G _ _ _ _ _ _ _ _ _ _ _ _ _ LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation MANEUVERING Finding(s) 1. PULL-UP - EXCESSIVE - PILOT IN COMMAND 2. AIRSPEED - INADEQUATE - PILOT IN COMMAND 3. LOAD JETTISON - PERFORMED -4. STALL/MUSH Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED Finding(s) 5. OBJECT - TREE(S) ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 5

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File No 519 3/04/88 ME	RRITT ISLAND,FL	A/C Reg. No. N	Time (Lc1) - 0710 EST				
-Basic Information Type Operating Certificate-NONE (GEN Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Aircraft Damage SUBSTANTIAL Fire NONE	Crew Pass	Fatal O O	Injur Serious 1 O	ies Minor O	None 0 0
Accident Occurred During -DESCENT				Ū.	•	0	
Aircraft Information Make/Model - HUNTER VELOCITY Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2250 No. of Seats - 2	. .	/Model - LYCOMING IC ngines - 1 ype - RECIP-FUEL	-360-C1E6	ELT	Installed/A tall Warnin		•
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEF Method - N/A	•	rture Point ISLAND.FL			Proximity RPORT/STRIP	,	
Completeness - N/A Basic Weather - VMC	 Destination LOCAL 			Airport Da			
Wind Dir/Speed- 020/012 KTS Visibility - 3.000 SM	ATC/Airspace			Runway	Lth/Wid -	N/A N/A	
Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 500 FT 0 Obstructions to Vision- FOG Precipitation - RAIN Condition of Light - DAYLIGHT	Type of F VERCAST Type of C Type Apch				Surface - Status -	N/A N/A	
Personnel Information Pilot-In-Command	Age - 59	Medical	Certificat	e - VALID	MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s) COMMERCIAL,ATP SE LAND,ME LAND	Biennial Flight Current Months Sinc	Review -YES Tota e -24 Make pe -LONGEZ Inst	Fligh 1 - 1 /Model- rument-	t Time (H 1069 210	ours) Last 24 Last 30	Hrs - UN Days- UN Days- UN	K/NR K/NR

Instrument Rating(s) - AIRPLANE

----Narrative----

WHILE CHECKING THE STALL CHARACTERISTICS OF A HOMEBUILT ACFT, THE ACFT DESCENDED IN A STALLED CONDITION UNTIL CRASHING INTO A RIVER. THE PLT WAS UNABLE TO LOWER THE NOSE. INVESTIGATION REVEALED THAT HE IMPROPERLY POSITIONED BAFFLES IN THE FUEL TANKS RESULTING IN AN INCREASE OF 20 GALLONS. IF THE ANGLE OF ATTACK WERE NOSE HIGH FUEL WOULD SHIFT AFT RESULTING IN AN OUT OF LIMIT AFT C.G. THE FUSELAGE HAD BEEN IMPROPERLY LEVELLED RESULTING IN A NOSE HIGH ATTITUDE. AS A RESULT THE POSITION OF THE AIRFOIL SHAPED TANKS LOCATED FWD OF EACH WING & BONDED TO THE FUSELAGE WERE IMPROPERLY POSITIONED. THE FUEL TANKS ARE PART OF THE WING & PROVIDE LIFT. THIS MOVED THE CENTER OF LIFT FWD, & WITH THE AFT SHIFTING OF FUEL RESULTED IN THE NOSE HIGH DESCENT. ACCORDING TO A PLT WHO HAS FLOWN A SIMILARLY DESIGNED ACFT, DURING FLT TESTING IT STALLED & DESCENDED IN THE SAME ATTITUDE OF THE ACCIDENT ACFT. RECOVERY OCCURRED WHEN HE ADDED AND MAINTAINED FULL POWER.

3/04/88 File No. - 519 MERRITT ISLAND, FL A/C Reg. No. N128JM Time (Lcl) - 0710 EST LOSS OF CONTROL - IN FLIGHT Occurrence #1 Phase of Operation MANEUVERING Finding(s) 1. FUEL SYSTEM, TANK - IMPROPER 2. MAINTENANCE, MODIFICATION - IMPROPER - MANUFACTURER 3. STALL - PERFORMED - PILOT IN COMMAND 4. REMEDIAL ACTION - NOT POSSIBLE -5. INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - PRODUCTION/DESIGN PERSONNEL INADEQUATE CERTIFICATION/APPROVAL,MANUFACTURER - MANUFACTURER 6. Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED Finding(s) 7. TERRAIN CONDITION - WATER ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5,6

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-Basic Information							
Type Operating Certificate-NONE (GENERAL AVIATION)				Injur			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL		Fire	Crew	0	1 0	0	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT - U		NONE	Pass	0	0	0	0
Accident occurred burning -Descent - (
-Aircraft Information				F 1 T	T	- 4 4 4	
Make/Mode1 - HENDERSON RV-4 Landing Gear - TAILWHEEL-ALL FIXED	Eng make/mo Number Engi	del - LYCOMING O-	320-B3B		tall Warnir		- YES-UNK/
Max Gross Wt - 1500		RECIPROCATI	NG-CADBUDE		tari warnin	ig system	
No. of Seats - 2		- 160 HP	NG CARBORE	IOK			
-Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFI	NG Last Departu	ire Point		ON AIR	PORT		
Method - N/A	SAME AS AC	C/INC					
Completeness - N/A	Destination			Airport D			
Basic Weather - VMC	LOCAL				IAK SPRINGS		
Wind Dir/Speed- 240/008 KTS						27	
Visibility - 7.0 SM					Lth/Wid -		60
Lowest Sky/Clouds - UNK/NR		ht Plan - NONE			Surface -		
Lowest Ceiling - 6000 FT BR Obstructions to Vision- NONE		ndg - FORCED		Runway	Status -	UNK/NR	
Precipitation - NONE	Type Apen/Li		LANDING				
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 53	Medical	Certificat	e - VALID	MEDICAL-WA	IVERS/LI	TIN
Certificate(s)/Rating(s)	Age - 53 Biennial Flight Re	eview		t Time (H		•	
COMMERCIAL	Current	- YES Tota	1 -	1385	Last 24		1
SE LAND, ME LAND	Months Since	- 1 Make			Last 30		14
	Aircraft Type	- RV-4 Inst	rument-		Last 90) Days-	14
		Mult	i-Eng -	6			
Instrument Rating(s) - AIRPLANE							

SHORTLY AFTER TAKEOFF AT AN ALT OF APRX 100 FT WHILE ON A PERSONAL FLT, THE ENG QUIT. THE PLT BANKED THE ACFT TO THE LEFT TO LAND ON A RD BUT LOST CONTROL DURING THE MANEUVER. THE ACFT DESCENDED UNCONTROLLED AND COLLIDED WITH TERRAIN. EXAMINATION OF THE MAGNETO SWITCH REVEALED THAT A STEEL SPRING ON THE INSIDE SHORTED THE BOTH POSITION. THE LT OR RT POSITIONS WERE OPERABLE. THE PLT STATED THAT HE SHOULD HAVE LANDED STRAIGHT AHEAD.

File No. - 478 4/15/88 A/C Reg. No. N51HH DEFUNIAK SPRNGS, FL Time (Lcl) - 1330 CDT ------LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. IGNITION SYSTEM, IGNITION SWITCH - SHORTED Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 LOSS OF CONTROL - IN FLIGHT Phase of Operation DESCENT - EMERGENCY Finding(s) 2. MANEUVER - IMPROPER - PILOT IN COMMAND 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 4. STALL - INADVERTENT - PILOT IN COMMAND _____ Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Brief of Accident (Continued)

Factor(s) relating to this accident is/are finding(s) 4

Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION) Aircra	AVIATION) Aircraft Damage		Injuries				
		ANTIAL	Fatal			None		
Type of Operation -PERSONAL	Fire	Cre	ew O	0	0	1		
Flight Conducted Under -14 CFR 91	NONE	Pas	ss O	0	0	1		
Accident Occurred During -LANDING								
-Aircraft Information								
Make/Model - PIPER PA-32-300	Eng Make/Model - L			Installed/A				
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warnin	ig System	- YES		
Max Gross Wt - 3500	ē ,,	ECIP-FUEL INJECTED)					
No. of Seats - 6	Rated Power -	300 HP						
-Environment/Operations Information								
Weather Data	Itinerary			Proximity				
Wx Briefing - FSS	Last Departure Poin	t	ON AIR	PORT				
Method - IN PERSON	ST PETERSBURG, FL							
Completeness - UNK/NR	Destination		Airport D					
Basic Weather - VMC	FORT LAUDERDALE,F	L		ACRES WEST				
Wind Dir/Speed- 110/006 KTS				Ident - Lth/Wid -	22	200		
Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight Plan			Surface -				
Lowest Ceiling - NONE	Type of Clearance				DRY			
Obstructions to Vision- NONE	Type Apch/Lndg	- STRAIGHT-IN	Rannay	514145	DRT			
Precipitation - NONE	Type Apeny Endg	PRECAUTIONARY L	ANDING					
Condition of Light - DAYLIGHT								
-Personnel Information								
Pilot-In-Command	Age - 60	Medical Certific	ate - EXPIR	ED				
Certificate(s)/Rating(s)	Biennial Flight Review	F1:	ight Time (H	ours)				
PRIVATE	Current - YES	Total -	4250		Hrs - UN	IK/NR		
SE LAND, ME LAND	Months Since - 2 Aircraft Type - PA-32	Make/Model-			Days-	10		
	Aircraft Type - PA-32			Last 90		30		
		Multi-Eng -	2230	Rotorcr	aft - UN	IK/NR		
Instrument Rating(s) - NONE								
LE EN ROUTE, ON A PERSONAL CROSS COUNTRY FR WHICH THE PLT DID NOT RECOGNIZE BEFORE T LANDED HARD RESULTING IN SUBSTANTIAL DA	THE BATTERY HAD BEEN DRAIN	ED. DURING THE PRE	ECAUTIONARY	LANDING THE				
T & SHOULD HARD RESULTING IN SUBSTANTIAL DA								

File No. - 510 4/17/88 FORT MYERS, FL A/C Reg. No. N2032**M** Time (Lcl) - 1200 EDT Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation CRUISE - NORMAL Finding(s) 1. ELECTRICAL SYSTEM, ALTERNATOR - DISABLED 2. ELECTRICAL SYSTEM, BATTERY - EXHAUSTION 3. ELECTRICAL SYSTEM - FAILURE, TOTAL 4. ELECTRICAL SYSTEM - INATTENTIVE - PILOT IN COMMAND Occurrence #2 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND 6. FLARE - IMPROPER - PILOT IN COMMAND 7. EMOTIONAL REACTION - PILOT IN COMMAND ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7

Basic Information					Tan 2000		
Type Operating Certificate-NONE (GENER	(AL AVIATION)	Aircraft Da SUBSTANTIA		Fatal	Injur Serious	Minor	None
Type of Operation -BUSINESS		Fire	Crew		0		1
Flight Conducted Under -14 CFR 91		NONE	Pass	6 0	0	0	.0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - PIPER PA-38-112	Eng Make/M	lodel - LYCOMI	NG 0-235-L2C	ELT	Installed/#	Activated	- YES/NO
Landing Gear - TRICYCLE-FIXED					tall Warnir	ng System	- YES
Max Gross Wt - 1670 No. of Seats - 2			OCATING-CARBUR	ETOR			
NO. OF SEATS - 2	Rated Powe	er - 112	пр 				
nvironment/Operations Information				·			
leather Data	Itinerary			Airport		_	
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A	IG Last Depart CHATTANOO			UFF AI	RPORT/STRIE	,	
Completeness - N/A	Destination	GA, IN		Airport D	ata		
Basic Weather - VMC	ATMORE, FL						
Wind Dir/Speed- 200/014 KTS				Runway	Ident -	- N/A	
Visibility - 5.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - N/A		ght Plan - VF			Surface -		
Lowest Ceiling - 1900 FT BRO				Runway	Status -	- DRY	
Obstructions to Vision- HAZE Precipitation - NONE	Type Apch/L	ndg - FO	RCED LANDING				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age – 25 Biennial Flight R	Med	ical Certifica	te - VALID	MEDICAL-WA	IVERS/LIN	AIT
Certificate(s)/Rating(s)	Biennial Flight R	leview	Flig	ht Time (H	ours)		
COMMERCIAL	Current	- YES	Total -	1050	Last 24		4
SE LAND	Current Months Since Aircraft Type	- 2	Make/Model-	150	Last 30) Days- UN) Days-	
	Aircraft Type	= 1/2	Instrument-	49	Last 90	Days-	150
Instrument Rating(s) - AIRPLANE							
Narrative PLT STATED THAT THE FLT WAS 15 MILES FRO							

TRAVELLED OFF THE ROAD, COLLIDED WITH TREES, & CAME TO REST. POST-CRASH INSP OF THE ACFT REVEALED THE RT FUEL TANK CONTAINED NO USABLE FUEL. THE PLT STATED THAT HE ADDED FUEL TO THE LEFT TANK AFTER THE ACCIDENT IN AN ATTEMPT TO START THE ENG. AS A RESULT THE QUANTITY OF FUEL IN IT AT THE TIME OF THE LOSS OF POWER COULD NOT BE DETERMINED. HE ALSO STATED THAT IS WAS POSSIBLE THAT THE ENG QUIT DUE TO FUEL EXHAUSTION.

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File No. - 559 4/18/88 MCDAVID, FL A/C Reg. No. N2322F Time (Lcl) - 1335 CDT Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 4. OBJECT - SIGN 5. OBJECT - TREE(S) _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Brief of Accident (Continued)

Factor(s) relating to this accident is/are finding(s) 2

asic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft	Damage			Iniu	uries	
		SUBSTAN	TIAL		Fatal	Serious	Minor	• Non
Type of Operation -PERSONAL		Fire		Crew	0	0	0	
Flight Conducted Under -14 CFR 91		NONE		Pass	0	0	0	0
Accident Occurred During -LANDING								
ircraft Information								
Make/Model - CESSNA 150J		/Model - CON	TINENTAL O	-200A	ELT I	installed,		
Landing Gear - TRICYCLE-FIXED		ngines - 1				all Warn	ing Syste	em − YES
Max Gross Wt - 1600		ype - REC		-CARBURET	FOR			
No. of Seats - 2	Rated Po	wer - 	100 HP					
nvironment/Operations Information								
leather Data	Itinerary				Airport F			
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A		rture Point			OFF AIF	PORT/STR	IP	
Method - N/A Completeness - N/A	UMATILL Destinatio			,	Airport Da	+		
Basic Weather - VMC		ACC/INC		,	inport Da	ita		
Wind Dir/Speed- 070/010 KTS	SAME AS	ACC/ INC			Runway	Ident	- N/A	
Visibility - 10.0 SM	ATC/Airspac	e				Lth/Wid		
Lowest Sky/Clouds - 2400 FT SCA			NONE			Surface		
Lowest Ceiling - NONE	Type of C	learance -	NONE			Status	•	
Obstructions to Vision- NONE	Type Apch	/Lndg -	STRAIGHT-	IN	-			
Precipitation - NONE			FORCED LA	NDING				
Condition of Light - DAYLIGHT								
ersonnel Information								
Pilot-In-Command	Age - 42		Medical Ce				NO WAIVER	S/LIMIT
Certificate(s)/Rating(s)	Biennial Flight		_		t Time (Ho			
STUDENT	Current		Total	- UNF	K/NR	Last	24 Hrs -	UNK/NR
	Months Sinc		Make/M	odel-UNM		Last :	30 Days-	
	Aircraft Ty	pe - N/A	Instru Multi-	Find - UNA	<td>Last : Poton</td> <td>so Days-</td> <td></td>	Last : Poton	so Days-	
			Marti	city of		ROTOR		UNK/ NK
Instrument Rating(s) - NONE								
larrative								
LANDING AT UMATILLA, MUNI, AN UNATTEND							r/s	
. THE INDIVIDUAL STATED THAT FUEL IS NO								
ATING 1/4 EACH. WHEN IT WAS APRX 3 MIL								

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COMPLIED WITH THE REQUEST. THE PLT DID NOT FILE AN ACC REPORT. PILOT FLIGHT EXPERIENCE IS UNKNOWN.

A/C Reg. No. N60358 File No. - 486 4/20/88 DELAND, FL Time (Lcl) - 1245 EDT LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation APPROACH Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. REFUELING - NOT PERFORMED - PILOT IN COMMAND 3. MAINTENANCE, SERVICE OF AIRCRAFT - INADEQUATE -4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY Occurrence #3 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. FLARE - MISJUDGED - PILOT IN COMMAND _____ _____ Occurrence #4 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 6. TERRAIN CONDITION - ROUGH/UNEVEN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

Brief of Accident (Continued)

is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5,6

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information Type Operating Certificate-NONE (GENER)	L AVIATION) Aircraft	Damage		Inju	ries	
	SUBSTAN		Fatal	Serious		None
Type of Operation -INSTRUCTION	L Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass	0	. 0	0	0
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - BEECH E55	Eng Make/Model - CON	ITINENTAL IO-520-C		Installed/		
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2		S	tall Warnin	ng System	- YES
Max Gross Wt - 5300 No. of Seats - 6	Engine Type - REC Rated Power -					
NO. OF Seats - 10	Rated Power -	285 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - COMPANY	Last Departure Point		ON AIR	PORT		
Method - TV/RADIO	MIAMI,FL			- • -		
Completeness - WEATHER NOT PERTINEN Basic Weather - VMC	Destination PAHOKEE,FL		Airport D	ATA EACH COUNTY		
Wind Dir/Speed- 090/010 KTS	PAROKEE, FL				- 35	
Visibility - 10.0 SM	ATC/Airspace			Lth/Wid		75
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	NONE		Surface		75
Lowest Ceiling - NONE	Type of Clearance -			Status		
Obstructions to Vision- NONE	Type Apch/Lndg -	TRAFFIC PATTERN	······,			
Precipitation - NONE	<i></i>	FULL STOP				
Condition of Light - DUSK						
Personnel Information						
Pilot-In-Command		Medical Certifica) WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H			
ATP,CFI	Current - YES	Total -			4 Hrs -	0
SE LAND, ME LAND	Months Since - 22	Make/Model-	100	Last 30	Days-	0
	Aircraft Type - UNK/NR	Instrument-		Last 90) Days-	50
		Multi-Eng -	400	•		
Instrument Rating(s) - AIRPLANE						

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File No 477	4/21/88 PAHOKEE,FL	A/C Reg. No. N81893	Time (Lc1) - 1925 EDT
	NOT EXTENDED NG - FLARE/TOUCHDOWN		
2. WHEELS UP LANDING - IN	ED - PILOT IN COMMAND(CFI IADVERTENT - DUAL STUDENT TE - PILOT IN COMMAND(CFI		
Probable Cause			

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

-Basic Information							
Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Damage	9		Injur	ries	
		SUBSTANTIAL		Fatal	Serious		None
Type of Operation -INSTRUCTI		Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pass	0	0	0	0
-Aircraft Information							
Make/Model - CESSNA 152	-	/Model - LYCOMING ()-235-L2C		•		- YES-UNK/N
Landing Gear - TRICYCLE-FIXED		ngines - 1			tall Warnir	ng System	- YES
Max Gross Wt - 1670	Engine T		ING-CARBURE	TOR			
No. of Seats - 2	Rated Po	wer - 110 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - FSS	-	rture Point		ON AIR			
Method - TELEPHONE	LA BELL						
Completeness - UNK/NR	Destinatio			Airport D	ata		
Basic Weather - VMC	SAME AS	ACC/INC		•	ISLAND		
Wind Dir/Speed- 110/015 KTS		·		Runway	Ident -	- 17	
Visibility - 7.0 SM	ATC/Airspac	e		Runway	Lth/Wid -	- 5008/	100
	Type of F			Runway	Surface -	ASPHALT	
Lowest Ceiling - 3000 FT B		learance - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch	/Lndg - TOUCH	AND GO				
Precipitation - RAIN							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 38	Medical	Certificat		MEDICAL-WA	TVERS/LT	TTM
Certificate(s)/Rating(s)	Biennial Flight			it Time (H			
COMMERCIAL, CFI	Current		al -		Last 24	Hrs -	3
SE LAND, ME LAND, SE SEA		e - 1 Mak	ke/Model-	148	Last 30		16
	Aircraft Ty	pe - PA-23 Ins	strument-	92	Last 90		69
	,	•	ti-Eng -	10		- •	
Instrument Rating(s) - AIRPLANE							

----Narrative----

WHILE ON AN INSTRUCTIONAL FLT PRIOR TO TOUCHDOWN ON RWY 17, THE FLT WAS ADVISED THAT THE WINDS WERE FROM 110 DEGREES AT 15 KTS WITH GUSTS TO 20. THE CFI STATED THAT THE AIRCRAFT WAS SLOW ON FINAL APCH. WITH 20 DEGREES OF FLAPS LOWERED, THE ACFT WAS BLOWN OFF THE RT SIDE OF THE RWY AFTER WHICH THE STUDENT PLT OVERCORRECTED TO THE LEFT. IT THEN DEPARTED THE LEFT SIDE OF THE RNWY STALLED, AND COLLIDED WITH TREES.

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File No 4	25 5/31/88	MARCO ISLAND,FL	A/C Reg. No. N25516	Time (Lc1) - 1500 EDT
Occurrence #1 Phase of Operation				
3. LACK OF TOT 4. WEATHER CONDITI	FOR WIND CONDITION AL EXPERIENCE - DU DN - HIGH WIND DN - NOT PERFORMED	- PILOT IN COMMAND(CFI)		
Occurrence #2 Phase of Operation				
Finding(s) 7: OBJECT - TREE(S)			
Probable Cause				
The National Transpo is/are finding(s) 2,		rd determines that the P	robable Cause(s) of this accid	ent

Factor(s) relating to this accident is/are finding(s) 1,3,4

Basic Information Type Operating Certificate-NONE (GENERAL		craft Damage			Injuri	05	
Type operating ber thirdate home (demented		BSTANTIAL	Fa	atal	Serious		None
Type of Operation -AERIAL APPLIC			Crew	0	0	0	1
Flight Conducted Under -14 CFR 137	NOI	NE	Pass	Ō.	Ō	Ō	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - HILLER UH-12E	Eng Make/Model	- LYCOMING VO-540-	C2A	ELT I	nstalled/Ac	tivated	- NO -N/
Landing Gear - SKID		- 1		St	all Warning	System	- NO
Max Gross Wt - 2750		- RECIPROCATING-CA	RBURETOR				
No. of Seats - 3	Rated Power	- 305 HP					
Environment/Operations Information	н. С						
Weather Data	Itinerary				roximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Po		C	DFF AIR	PORT/STRIP		
Completeness - N/A	SAME AS ACC/INC Destination		Aine	ant Do	+-		
Basic Weather - VMC	LOCAL		ATL	port Da	la		
Wind Dir/Speed- 090/009 KTS	LOCAL		F	Unway	Ident -	N/A	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight P	lan - NONE			Surface -		URF
Lowest Ceiling - NONE	Type of Clearance	e - None		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDI	NG				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							<i></i>
	Age - 34					WAIVERS,	LIMIT
Certificate(s)/Rating(s) COMMERCIAL.CFI	Biennial Flight Review Current - YES	5 Total	Flight Ti	me (Ho	Last 24		0
SE LAND							-
HELICOPTER	Months Since - 1 Aircraft Type - C-	172 Instrumen	+- 27	,	Last 90		
			. 2,		Rotorcra		
Instrument Rating(s) - NONE							

WHILE ON AN AERIAL APPLICATION FLT, THE PLT STATED HE MANEUVERED THE HELICOPTER TO RELEASE THE REMAINING CHEMICAL. HE THEN HEARD A LOUD "SCREECHING" NOISE FOLLOWED BY SILENCE AS THE ENG QUIT. THE HELICOPTER LANDED HARD BREAKING THE SKIDS. IT CAME TO REST ON ITS RIGHT SIDE. POST CRASH INSPECTION OF THE ENGINE REVEALED THE NO. 2 CYLINDER PARTIALLY SEPARATED AND THE NO. 3 CYLINDER CONNECTING ROD FAILED AT THE SHOULDER NEAR THE CRANKSHAFT JOURNAL DUE TO FATIGUE.

		Biller of			
File No 5	60 5/31/88	GRETNA, FL	A/C Reg. No.	N4029R	Time (Lc1) - 2036 EDT
Occurrence #1 Phase of Operation		POWER(TOTAL) - MECH F RIAL APPLICATION	AILURE/MALF		
Finding(s) 1. ENGINE ASSEMBLY 2. ENGINE ASSEMBLY		TION			
Occurrence #2 Phase of Operation		NCY			
inding(s) 3. AUTOROTATION -					
Occurrence #3 Phase of Operation	LANDING - FLARE/	TOUCHDOWN			· · · · · · · · · · · · · · · · · · ·
Occurrence #5 Phase of Operation		TOUCHDOWN			
Probable Cause					
Phase of Operation Probable Cause The National Transpo is/are finding(s) 1,			he Probable Cause(s) o	of this accide	ent

Factor(s) relating to this accident is/are finding(s) 3

.

Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft	Damage		Injur	ies	
		SUBSTANT		Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew	N O	0		0
Flight Conducted Under -14 CFR 9	1	NONE	Pas	s 0	0	1	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA T210R	Eng Make/	Model - CONT	INENTAL TSIO-520	D-CE ELT	Installed/A	ctivated	- YES/YE
Landing Gear - TRICYCLE-RETRACTABL		ngines - 1			tall Warnir	g System	- YES
Max Gross Wt - 4100			P-FUEL INJECTED				
No. of Seats - 6	Rated Pow	ver - 3	25 HP				
Environment/Operations Information	-						
Veather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIE	_•	ture Point		OFF AI	RPORT/STRIP		
Method ~ N/A							
Completeness - N/A	Destination	· ,		Airport Da	ata		
Basic Weather - VMC	TAMPA,FL				-		
Wind Dir/Speed- 190/011 KTS	170 / 1 / 1				Ident -		
Visibility - 15.0 SM Lowest Sky/Clouds - 1500 FT	ATC/Airspace		NONE		Lth/Wid - Surface -		
	Type of Ci				Status -		
	Type Apch/			Kunway	Status	DKT	
Precipitation - NONE	туре ярспу		FORCED LANDING				
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 45 Biennial Flight	N	edical Certifica	ate - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Flig	ght Time (He	ours)		
PRIVATE	Current	- YES	Total -	606	Last 24	Hrs -	5
SE LAND	Months Since	8	Make/Model- Instrument-	16	Last 30	Days-	7
	Aircraft Typ	e - C-172	Instrument-	71	Last 90	Days-	7
Instrument Rating(s) - AIRPLAN	E						
Narrative			ED POWER, PUT TH				

IN THE FUEL SYSTEM.

File No 4	24 6/09/88 TAMPA,FL	A/C Reg. No. N6390U	Time (Lcl) - 1345 EDT
	LOSS OF ENGINE POWER(TOTAL) - NON-MEC APPROACH - VFR PATTERN - FINAL APPROA		
	HAUSTION ING/DECISION - POOR - PILOT IN COMMAND PERFORMED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
	IN FLIGHT COLLISION WITH OBJECT LANDING - FLARE/TOUCHDOWN		
inding(s) 4. OBJECT - BUILDI 5. OBJECT - WIRE,S			

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

-Basic Information Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damage			Inju	ries	
	•	SUBSTANTIAL			Serious		None
Type of Operation -PERSONA	L	Fire	Crew	0 0	0	0	1
Flight Conducted Under -14 CFR		NONE	Pass	0	0	0	7
Accident Occurred During -LANDING							
-Aircraft Information					· ·		
Make/Model - CESSNA 402B		del - CONTINENTA					
Landing Gear - TRICYCLE-RETRACTAB				St	all Warniı	ng System	- YES
Max Gross Wt - 6300		- RECIP-FUEL	INJECTED				
No. of Seats - 10	Rated Power	- 300 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport P		•	
Wx Briefing - FSS	Last Departu	re Point		ON AIRP	ORT		
Method - ACFT RADIO	ROCK SOUND						
Completeness - UNK/NR	Destination			Airport Da			
Basic Weather - VMC	SAME AS ACC	C/INC			DERDALE EX		
Wind Dir/Speed- 100/010 KTS						- 13	
Visibility - 7.0 SM						- 3999/	100
Lowest Sky/Clouds - 1300 FT					Surface		
Lowest Ceiling - 2000 FT Obstructions to Vision- NONE	BRUKEN Type of Clear	ance - NUNE		Runway	Status	- DRY	
	Type Apch/Lnd						
Precipitation - NONE Condition of Light - DAYLIGHT		FULL S	IUP				
-Personnel Information Pilot-In-Command		Madia - 1	0				
Certificate(s)/Rating(s)	Age - 63 Rieppiel Elight Dev	Medical	Certifica	te – VALID ht Time (Ho		AIVER5/LIM	111
ATP	Biennial Flight Rev Current	VIEW	riig	6700		4 Hrs -	2
SE LAND, ME LAND	Months Since	- 115 1010 - 21 Maki	a Model-	500) Days-	12
SE LAND; ME LAND	Aircraft Type	- C-402B Inst	trument-	200	Last 90) Days-	
			ti-Eng -			5 Days	40
		Mar	ci Liig	4000			
Instrument Rating(s) - AIRPLA	NE						
-Narrative							

ł

File No. - 423 6/13/88 FORT LAUDERDALE, FL A/C Reg. No. N7628Q Time (Lcl) - 1525 EDT ------Occurrence #1 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 1. LANDING GEAR, MAIN GEAR - UNLOCKED 2. MAINTENANCE, ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PSNL --------------Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 3. OBJECT - RUNWAY LIGHT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

The National Transportation Safet is/are finding(s) 1,2

File No 523 6/14/88 VERO	6/14/88 VERO BEACH,FL		A/C Reg. No. N2387T			Time (Lc1) - 1405 EDT			
Basic Information Type Operating Certificate-NONE (GENER Type of Operation -INSTRUCTION Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	AL	Aircraft Damage SUBSTANTIAL Fire NONE	Crew		Injur Serious O O	Minor 1	None 0 0		
-Aircraft Information Make/Model - PIPER PA-38-112 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Number Eng Engine Type	odel - LYCOMING O ines - 1 e - RECIPROCAT c - 112 HP		St	Installed/A tall Warnin				
	T Destination LOCAL ATC/Airspace	ght Plan - NONE arance - NONE	. · ·	Runway Runway	PORT ata EACH Ident - Lth/Wid - Surface -	2650/	50		
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 25 Biennial Flight Re Current Months Since Aircraft Type	Medical eview - N/A Tot - N/A Mak - N/A Ins	Certificat Fligh al - e/Model- trument-	t Time (Ho 72	ours) Last 24	Hrs -	1		
Instrument Rating(s) - NONE									

----Narrative----

THE 25 YR OLD STUDENT PLT WAS PRACTICING TAKE-OFFS & LDGS ON RWY 11L IN PREPARATION FOR HIS PVT PLT FLT TEST. WHEN HE DEPARTED, ABOUT 1.9 HRS PRIOR TO THE ACCIDENT, THE WINDS WERE 090 DEGS AT 13 KNTS. AT THE TIME OF THE ACCIDENT THE WINDS HAD INCREASED TO 18 KNTS WITH TURBULENCE. THE STUDENT PLT HAD REQUIRED EXTRA INSTRUCTION IN THE AREA OF X-WIND LDGS PREVIOUSLY. HE STATED HE WAS USING RUDDER ONLY TO CORRECT FOR DRIFT & DID NOT USE AILERON AS HE WAS AFRAID HE WOULD DRAG A WING. THE ACFT WAS OBSERVED FLYING AN ERRATIC FINAL, LOSING DIRECTIONAL CONTROL DURING TOUCHDOWN & DEPARTING THE RUNWAY. THE AIRCRAFT THEN FLIPPED OVER TO AN INVERTED POSITION.

File No. - 523 6/14/88 A/C Reg. No. N2387T VERO BEACH, FL Time (Lc1) - 1405 EDT LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. WEATHER CONDITION - TURBULENCE 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 4. AIRCRAFT HANDLING - NOT UNDERSTOOD - PILOT IN COMMAND Occurrence #2 NOSE OVER Phase of Operation TAKEOFF - GROUND RUN `______ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident File No. - 569 6/15/88 LAKE WALES.FL A/C Reg. No. N4379A Time (Lc1) - 2030 EDT ----Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Iniuries SUBSTANTIAL Fatal Serious Minor None 0 Type of Operation -PERSONAL 0 0 Fire Crew 1 Flight Conducted Under -14 CFR 91 NONE 0 · 0 0 5 Pass Accident Occurred During -LANDING ----Aircraft Information----Make/Model - PIPER PA-32R-301T Eng Make/Model - LYCOMING TID-540-S1AD ELT Installed/Activated - YES/YES Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1 Stall Warning System - YES Engine Type - RECIP-FUEL INJECTED Max Gross Wt - 3600 No. of Seats - 6 Rated Power - 300 HP _____ _____ _____ ----Environment/Operations Information----Weather Data Itinerarv Airport Proximity Wx Briefina - NO RECORD OF BRIEFING Last Departure Point ON AIRSTRIP Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC MELBOURNE.FL CHALET SUZANNE AIR STRIP Wind Dir/Speed- 060/010 KTS Runway Ident - 36 ATC/Airspace Runway Lth/Wid - 2450/ Visibility - 20.0 SM 50 Lowest Sky/Clouds - 5000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling - NONE Type of Clearance - NONE Obstructions to Vision- NONE Type Apch/Lndg - NONE Runway Status - ROUGH Precipitation - NONE Condition of Light - DAYLIGHT _____ ----Personnel Information----Pilot-In-Command Age - 21 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) COMMERCIAL, CFI Total - 720 Last 24 Hrs -Current - YES з Last 30 Days-Last 90 Days-SE LAND.ME LAND Months Since - 14 Make/Model-120 40 Aircraft Type - UNK/NR Instrument- 121 100 Multi-Eng - 66 Instrument Rating(s) - AIRPLANE

----Narrative----

DURING TAKEOFF FROM THE GRASS STRIP, THE LEFT MAIN LANDING GEAR AND WINGTIP COLLIDED WITH RUNWAY LIGHTS & A FENCEPOST. THE ACFT WAS SLOW TO CLIMB. AFTER CLEARING TREES AT THE DEPARTURE END OF THE RWY, THE ACFT DESCENDED BELOW TREETOP LEVEL, THEN CONTINUED TO THE INTENDED DESTINATION. DURING THE LANDING ROLL THE LEFT MAIN LANDING GEAR COLLAPSED AND THE ACFT SLID TO A STOP. EXAMINATION OF THE ACFT REVEALED TREE TWIGS EMBEDDED IN SECTIONS OF THE TAIL.

File No 5	69 6/15/88	LAKE WALES,FL	A/C Reg. No. N4379A	Time (Lc1) - 2030 EDT	
Occurrence #1 Phase of Operation					
2. OBJECT - RUNWAY	LIGHT RATE - NOT MAINTAIN	NED - PILOT IN COMMAND NED - PILOT IN COMMAND			
Occurrence #2 Phase of Operation					
Finding(s) 6. LANDING GEAR,NO	RMAL RETRACTION/EX	FENSION ASSEMBLY - PRE	EVIOUS DAMAGE		

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 571 6/27/88 Basic Information			lo. N704MN		me (Lc1) -		
Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Dan		Fatal	Injur		None
Type of Operation -PERSON	A 1	SUBSTANTIAL Fire	Crew		Serious O		None 1
Flight Conducted Under -14 CFR	91	NONE	Pass	õ	0 0	õ	ò
Accident Occurred During -LANDIN					-	-	
-Aircraft Information							
Make/Mode1 - CESSNA 150M		/Model - CONTINE	NTAL 0-200-A		nstalled/#		
Landing Gear - TRICYCLE-FIXED		ngines - 1			all Warnir	ng System	- YES
Max Gross Wt - 1600		/pe - RECIPRO		TOR			
No. of Seats - 2	Rated Por	wer - 100					
-Environment/Operations Information-							
Weather Data	Itinerary		•	Airport P			
Wx Briefing - NO RECORD OF BR	IEFING Last Depar			OFF AIR	PORT/STRIF		
Method - N/A Completeness - N/A Basic Weather - VMC	SAME AS						
Completeness - N/A	Destination	1 .		Airport Da			
Basic Weather - VMC	LOCAL				FLYING SE		
Wind Dir/Speed- 180/012 KTS Visibility - 6.0 SM	ATC / Airpares	_			Ident - Lth/Wid -		
Lowest Sky/Clouds - 5000 F	ATC/Airspace		IE		Surface -		
Lowest Ceiling - NONE	Type of C	learance - NON			Status -		ETATION
	Type Apch			Kanway	512103		
		- Indg 101					
Precipitation - NONE Condition of Light - DAYLIGH	т						
Pilot-In-Command	Age - 46	Med	cal Certificat	e – VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review	Fligh	t Time (Ho	urs)		
STUDENT	Current	- N/A	Total -	40	Last 24	Hrs -	1
	Months Since	∋ - N/A	Total - Make/Model- Instrument-	11	Last 30) Days-	1
	Aircraft Ty	pe - N/A	Instrument-	0	Last 9() Days-	3
Instrument Rating(s) - NONE							
-Narrative							

RUNNING ROUGH. AFTER LIFTOFF THE ENGINE BEGAN TO BACKFIRE AND LOSE POWER. THE PLT STATED HE THEN APPLIED CARBURETOR HEAT AND PUMPED THE ENGINE PRIMER. SHORTLY AFTER THIS THE ENGINE QUIT COMPLETELY. WITNESSES STATED THAT SHORTLY AFTER THE ENGINE BEGAN TO BACKFIRE AND LOSE POWER IT BEGAN TO PUFF HEAVY BLACK SMOKE. SHORTLY AFTER THIS THE ENGINE QUIT COMPLETELY. THE CAUSE FOR THE ROUGH RUNNING ENGINE AND INITIAL LOSS OF POWER COULD NOT BE FOUND AFTER THE ACCIDENT. THE AIRCRAFT WAS BEING OPERATED ON AUTOGAS AND THE AIRCRAFT'S LOGBOOK SHOWED NO INDICATION THAT AN STC HAD BEEN COMPLIED WITH ALLOWING USE OF AUTOGAS. THE ACFT NOSED OVER DURING THE FORCED LNDG.

6/27/88 DAVISVILLE, FL File No. - 571 A/C Reg. No. N704MN Time (Lcl) - 1305 CDT Occurrence #1 LOSS OF ENGINE POWER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. MAINTENANCE - NOT PERFORMED - PILOT IN COMMAND 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND 3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND 4. FLUID, FUEL - STARVATION 5. FLUID, FUEL GRADE - IMPROPER 6. FUEL SYSTEM - OVERTEMPERATURE ------Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY ------Occurrence #3 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 7. LANDING GEAR.NOSE GEAR - OVERLOAD 8. LANDING GEAR, NOSE GEAR - SEPARATION _____ _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3, 4, 5, 6

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 551 7/02/88 M	ARATHON, FL	A/C Reg. No. N	g. No. N25057 Time (Lcl) - 1415 EDT				
-Basic Information • Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage			Injur	ies	
		SUBSTANTIAL			Serious		None
Type of Operation -INSTRUCT	IONAL	Fire	Crew	0	0 0	0	1
Flight Conducted Under -14 CFR 9	91	NONE	Pass	0 -	0	0	0
Accident Occurred During -LANDING							
 Aircraft Information							
Make/Model - CESSNA 152	Eng Make/I	Nodel - LYCOMING 0-2	235-L2C	ELT 1	[nstalled/A	ctivated	- YES/YES
Landing Gear - TRICYCLE-FIXED	Number Eng	gines - 1		St	tall Warnir	g System	- YES
Max Gross Wt - 1670	Engine Typ	e - RECIPROCATIN	NG-CARBURE	TOR			
No. of Seats - 2	Rated Powe	er - 110 HP					
-Environment/Operations Information	-						
Weather Data	Itinerary				Proximity		
Wx Briefing - FSS	Last Depar	ture Point		OFF AIF	RPORT/STRIF		
Method - IN PERSON	FORT MYE	RS,FL					
Completeness - UNK/NR	Destination			Airport Da	ata		
Basic Weather - VMC	MARATHON	,FL					
Wind Dir/Speed- 300/010 KTS				Runway	Ident -	N/A	
Visibility - 10.0 SM	ATC/Airspace			Runway	Lth/Wid -	N/A	
Lowest Sky/Clouds - 2000 FT				Runway	Surface -	N/A	
Lowest Ceiling - NONE	Type of Cle	earance - NONE		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/I	.ndg - FORCED l	ANDING				
Precipitation - NONE							
Condition of Light - DAYLIGHT							
-Personnel Information							
Pilot-In-Command	Age - 34				MEDICAL-WA	IVERS/LIN	IIT
Certificate(s)/Rating(s)	Biennial Flight I	Review	Flight	t Time (Ho			
STUDENT	Current				Last 24		5
		- N/A Make	/Model-	32	Last 30		
	Aircraft Type	e - N/A Instr	rument-	0	Last 90	Days-	38
Instrument Rating(s) - NONE							

THE STUDENT PLT WAS ON HIS IST SOLD X-C FLT. A PORTION OF THE FLT INCLUDED A 30 MI STRETCH OVER THE FLORIDA BAY SECTION OF THE GULF OF MEXICO. THE FLT CARRIED NO FLOTATION GEAR. 5.2 HRS INTO THE FLT, THE ENG QUIT & A DITCHING WAS PERFORMED NEAR A PLEASURE CRAFT WHICH THE PLT WAS CERTAIN HAD SEEN HIM DITCH. THE BOAT SAILED AWAY. THE PLT HAD GOTTEN OFF A MAYDAY JUST BEFORE DITCHING & WAS PICKED UP BY THE COAST GUARD SHORTLY AFTERWARD. THE ACFT WAS LATER RAISED & NO USABLE FUEL WAS FOUND IN THE ACFT. THE PLT STATED HE HAD DONE SOME EXTRA FLYING TO GET AROUND TSTRMS & HAD APPARENTLY RUN OUT OF FUEL. HE WAS APPROX 10 MI FROM HIS DESTINATION.

A/C Reg. No. N25057 Time (Lc1) - 1415 EDT 7/02/88 MARATHON, FL File No. - 551 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 2. FLUID, FUEL - EXHAUSTION 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY Occurrence #3 DITCHING Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 4. EMERGENCY EQUIPMENT - INADEQUATE - PILOT IN COMMAND ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

Basic Information Type Operating Certific	ate-NONE (GENER	L AVIATION)	Aircraft	Damage		Inju	ries	
			DESTROY		Fatal	Serious		None
Type of Operation		ιL	Fire	Cre		0		1
Flight Conducted Under Accident Occurred Durin	g -LANDING		NONE	Pas		Ū	0	0
Aircraft Information								
Make/Model - PIPER P	A-38-112	Eng Make/M		MING 0-235-L2C		Installed/		
Landing Gear - TRICYCL	E-FIXED					tall Warni	ng System	- YES
Max Gross Wt - 1670				PROCATING-CARBU	RETOR			
No. of Seats - 2		Rated Powe	r - ·	112 HP				
Environment/Operations In	formation							
Weather Data		Itinerary	De int			Proximity		
Wx Briefing - NO RE Method - N/A	CORD OF BRIEFING	Last Depart CLEWISTON			UFF AI	RPORT/STRI	þ	
Completeness - N/A		Destination	, FL _		Airport D	12+2		
Basic Weather - VMC		SAME AS A			Amport b	ala		
Wind Dir/Speed- 060/0	14 KTS	SAME AS A			Runway	Ident	- N/A	
Visibility - 7.0		ATC/Airspace				Lth/Wid		
Lowest Sky/Clouds -			ght Plan -	VFR		Surface		IRF
Lowest Ceiling -			arance -	VFR	Runway	Status	- DRY	
Obstructions to Vision		Type Apch/L	nd g -	STRAIGHT-IN				
Precipitation				FORCED LANDING				
Condition of Light								
-Personnel Information								
Pilot-In-Command		Age - 21		Medical Certific			D WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight R		Fli	ght Time (H	lours)		
STUDENT		Current	- N/A	Total -	67	Last 2	4 Hrs -	4
		Months Since	- N/A	Make/Model- Instrument-	67	Last 30	D Days-	40
		Aircraft Type	- N/A	Instrument-	1	Last 9) Days-	67
) - NONE							
		Aircraft Type	- N/A	Instrument-	1	Last 90) Days-	67

File No 4	17 7/05/88	VERO BEACH, FL	A/C Reg. No. N2608F	Time (Lc1) - 1145 EDT
Occurrence #1 Phase of Operation		POWER(TOTAL) - NON-MECH/ G(IFR)	ANICAL	
Finding(s) 1. FLUID,FUEL - ST 2. CHECKLIST - N 3. FUEL TANK SELEC	OT FOLLOWED - PILC	DT IN COMMAND REGARDED - PILOT IN COM	MMAND	
Occurrence #2 Phase of Operation		NCY		· · ·
Occurrence #3 Phase of Operation		ION WITH OBJECT		
Finding(s) 4. OBJECT - TREE(S)			
Probable Cause				
The National Transpo is/are finding(s) 1,3		urd determines that the	Probable Cause(s) of this accid	lent

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 517 7/18/88	CLEWISTON, FL	A/C Reg. No. I	N108HA	Т	ime (Lcl) -	0730 EDT	
-Basic Information							
Type Operating Certificate-AGRICU	LTURAL AIRCRAFT	Aircraft Damage			Injur	ies	
		SUBSTANTIAL		Fatal	Serious		None
Type of Operation -AERIAL	APPLICATION	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR	137	NONE	Pass	0	0 0	Ō	0
Accident Occurred During -MANEUV							
Make/Model - HILLER UH-12E	Eng Make/	Model - LYCOMING V	D-540-C2A	ELT	Installed/A	ctivated	- NO -N/A
Landing Gear - SKID		gines - 1			tall Warning		
Max Gross Wt - 3100		pe - RECIPROCAT				,	
No. of Seats - 4		er - 305 HP					
-Environment/Operations Information- Weather Data					N		
	Itinerary	town Datest			Proximity		
Wx Briefing - NO RECORD OF BR		ture Point		, UFF AII	RPORT/STRIP		
Method - N/A	SAME AS						
Completeness - N/A	Destination			Airport Da	ата		
Basic Weather - VMC	LOCAL	•		-	- • •		
Wind Dir/Speed- 340/005 KTS	170 (1)					N/A	
Visibility - 10.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 2000 F					Surface -		
	Type of Cl			Runway	Status -	N/A	
	Type Apch/	Lndg - FORCED	LANDING				
Precipitation - NONE							
Condition of Light - DAYLIGH	T						
 -Personnel Information							
Pilot-In-Command	Age - 48	Medical	Certificate		MEDICAL-NO	WATVERS /	TMTT
Certificate(s)/Rating(s)	Biennial Flight	Medical Review	Flight	t Time (H	ours)		
COMMERCIAL	Current	- YES Tota	a] – 10		last 04	Hrs -	2
SE LAND, ME LAND		- 23 Make					
HELICOPTER	Aircraft Typ	e - UH-12E Ins	trument-		Last 90	Davs-	60
				U U		aft -	
					Rotor Gra		1400
Instrument Rating(s) - NONE							

----Narrative----

THE PLT STATED THE FUEL GAGES INDICATED 20 GALS WHEN HE TOOK OFF ON SPRAYING FLT. HE HAD JUST COMPLETED THE SPRAY RUN & STARTED TO PULL UP FROM ABOUT 10 FT & 25 MPH. AT THAT TIME THE ENG QUIT "& SOUNDED JUST LIKE IT WOULD IF IT RAN OUT OF GAS". THERE WAS NOT ENOUGH ALT OR AIRSPEED FOR AUTOROTATION & CHOPPER HIT GROUND IN HIGH SINK RATE & PARTIALLY FELL INTO A CANAL. THE PLT STATED IN TEL CONVERSATION WITH NTSB THAT AFTERNOON THAT HE THOUGHT HE HAD RUN OUT OF GAS. AT THE SCENE, FAA VISUALLY CHECKED FUEL QUANTITY THROUGH THE FILLER OPENING & THOUGHT TANK TO BE EMPTY. THE NEXT DAY, THE PILOT CALLED FAA & SAID HE DRAINED 2.5 GALS OF FUEL FROM ACFT & THAT HE HAD FOUND A FUEL VENT CLOGGED.

File No 5	17 7/18/88	CLEWISTON, FL	A/C Reg. No. N108HA	Time (Lcl) - 0730 EDT
Occurrence #1 Phase of Operation		OWER(TOTAL) - NON-MECHANIC RIAL APPLICATION	CAL	
	T - BLOCKED(TOTAL)	- PILOT IN COMMAND		
Occurrence #2 Phase of Operation		NCY		
Finding(s) 4. AUTOROTATION -	NOT POSSIBLE -			
Occurrence #3 Phase of Operation		ION WITH TERRAIN/WATER ROLLED		
Probable Cause				
The National Transpo	rtation Safety Boa	rd determines that the Pro	bable Cause(s) of this accid	ent

is/are finding(s) 1,2,3

File No 552 7/25/88	SANFORD, FL	A/C Reg. No. N2197	ĸ	Time (Lc1) - 1515 EDT		
Basic Information Type Operating Certificate-NONE		ircraft Damage SUBSTANTIAL	Fat		uries Minor	None
Type of Operation -INST Flight Conducted Under -14 CF Accident Occurred During -LAND	RUCTIONAL F	ire NONE	Crew	0 0 0 0	0 0	2 0
Aircraft Information Make/Model - PIPER PA-44-180 Landing Gear - TRICYCLE-RETRAC1 Max Gross Wt - 3800 No. of Seats - 4	ABLE Number Engines	- RECIPROCATING-C		ELT Installed Stall Warn		
Environment/Operations Information Weather Data Wx Briefing - PATWAS Method - ACFT RADIO Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 150/005 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 3500 Lowest Ceiling - 25000 Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIC	Itinerary Last Departure ORLANDO,FL Destination SANFORD,FL ATC/Airspace FT SCATTERED Type of Flight FT OVERCAST Type of Clearau Type Apch/Lndg	Plan - NONE nce - NONE	ON A i r po SA Ru Ru Ru Ru TERN	oort Proximity I AIRPORT Ort Data NFORD Inway Ident Inway Lth/Wid Inway Surface Inway Status	- 09 - 8000/ - ASPHALT	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Age - 36 Biennial Flight Revie Current - Months Since - Aircraft Type - F	ew /ES Total 12 Make/Moo	Flight Tim - 1347 Mel- 249 ent- 128	Last Last	NO WAIVERS 24 Hrs - 30 Days- 90 Days-	5/LIMIT 4 47 152

Instrument Rating(s) - AIRPLANE

----Narrative----

THE CFI STATED THEY HAD COMPLETED 2 TOUCH & GO LDGS WITHOUT INCIDENT. ON THE NEXT, THE ACFT "SUDDENLY YAWED TO THE LEFT & THE SIDE LOAD MUST HAVE WEAKENED THE GEAR AS THE GEAR WARNING HORN BEGAN TO SOUND INDICATING THE GEAR WAS NO LONGER DOWN & LOCKED". HE STATED HE TOOK CONTROL FROM THE MULTI-ENG STUDENT PLT & ATTEMPTED TO SLOW & REGAIN CONTROL OF THE ACFT. THE LEFT GEAR COLLAPSED, YAWING THE NOSE LEFT, THEN RIGHT, COLLAPSING THE RIGHT GEAR. THE ACFT LEFT THE RWY & HIT A RWY LIGHT COMING TO REST OFF THE RWY. THE CFI STATED JUST PRIOR TO THE ACCIDENT, HE HEARD A REPORT OF WINDSHEAR FROM AN ACFT TO THE NORTH. HE STATED THE ACFT HAD PERFORMED NORMALLY PRIOR TO THE ACCIDENT. A TOWER SUPVR STATED THE ACFT TOUCHED DOWN ABOUT 1500 FT DOWN THE RWY, TRAVELING ABOUT 1/2 WAY DOWN IT BEFORE LEAVING THE RWY. HE STATED HE DID NOT OBSERVE ANY OTHER ACFT HAVING ANY PROBLEM ON THE RWY OR TRAFFIC PATTERN & THERE WERE NO REPORTS OF WINDSHEAR DURING THAT PERIOD.

File No 552 7/25/88 SANFORD,FL	A/C Reg. No. N2197K	Time (Lcl) - 1515 EDT
Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation LANDING - ROLL		
Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT 3. SUPERVISION - POOR - PILOT IN COMMAND(CFI)		
Occurrence #2 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL		
Finding(s) 4. LANDING GEAR,MAIN GEAR - OVERLOAD		
Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL		
Finding(s) 5. OBJECT - RUNWAY LIGHT		
Probable Cause		
The National Transportation Safety Board determines that the P is/are finding(s) 2,3	robable Cause(s) of this accide	nt

Factor(s) relating to this accident is/are finding(s) 1,4,5

File No 553 7/26/88 PUNTA GORDA,FL	A/C Reg. No. NS	A/C Reg. No. N9369M Time (Lc1) - 1905 ED				
-Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0 0	0 0	0	1 0
Landing Gear - TRICYCLE-RETRACTABLE Numb Max Gross Wt - 2575 Engi	Make/Model - LYCOMING IO- er Engines - 1 ne Type - RECIP-FUEL 1 d Power - 180 HP			Installed/A tall Warnir		
Method - N/A SAM Completeness - N/A Destin Basic Weather - VMC ARC Wind Dir/Speed- 150/007 KTS Visibility - 7.0 SM ATC/Ain Lowest Sky/Clouds - 3000 FT SCATTERED Type Lowest Ceiling - NONE Type	Departure Point E AS ACC/INC ation ADIA,FL space	Á	OFF AIR irport Da Runway Runway Runway	Ident - Lth/Wid - Surface -	- N/A - N/A - N/A - N/A	
Certificate(s)/Rating(s) Biennial F1 PRIVATE Current SE LAND Months	ight Review - YES Total Since - 19 Make/		Time (Ho 172 14	ours) Last 24	Hrs -) Days-	'LIMIT 1 8 10

Instrument Rating(s) - NONE

----Narrative----

THE PLT STATED HE KEPT HIS ACFT OUTDOORS & HE HAD NOT FLOWN IT FOR 7 DAYS. HE STATED HE HAD NOT REFUELED THE ACFT AFTER THE LAST FLT & HAD PARKED IT WITH 1/2 TANKS. FSS PERSONNEL STATED THERE HAD BEEN RAIN SHOWERS IN THE AREA DURING THAT TIME. THE PLT STATED THAT DURING PRE-FLT INSP, SUMPS WERE DRAINED & NO FOREIGN MATTER WAS FOUND. FLT DEPARTED FOR PUNTA GORDA WHERE ACFT WAS TOPPED OFF BY FUEL TRUCK. PRE-FLT INSP REVEALED PRESENCE OF WATER IN RIGHT SUMP DRAIN. THE SUMPS WERE DRAINED AGAIN UNTIL THE PLT FELT ALL WATER HAD BEEN REMOVED. AFTER DEPARTURE AT 800 FT, THE ENG QUIT & A FORCED LDG WAS MADE IN AN ORANGE GROVE. EXAM OF TRUCK REVEALED NO EVIDENCE OF CONTAMINANTS. SOME WATER WAS FOUND IN THE ACFT'S RIGHT FUEL SUMP. PLT STATED HE ONLY HAD USED FUEL FROM THE LEFT TANK. DURING A POST ACCIDENT EXAM OF THE FUEL SYS WATER AND DIRT WERE FOUND IN THE IDLE CUTOFF VALVE AND THE DIAPHRAGM HAD CONGEALED OIL ON IT ALSO.

File No. - 553 7/26/88 PUNTA GORDA, FL A/C Reg. No. N9369M Time (Lc1) - 1905 EDT Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation CLIMB - TO CRUISE Finding(s) 1. FLUID, FUEL - WATER 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. OBJECT - TREE(S) ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

File No 565 1/02/88	WOODSTOCK, GA	A/C Reg. No. Nº	9719G	Т	ime (Lc1) -	1530 ES	Г
-Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage DESTROYED		Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSO Flight Conducted Under -14 CF Accident Occurred During -MANEU	R 91	Fire NONE	Crew Pass	1	0	0	0
-Aircraft Information Make/Model - NORTH AMERICAN T Landing Gear - TRICYCLE-RETRACT Max Gross Wt - 11000 No. of Seats - 2	ABLE Number Engine	e/Model - WRIGHT R-182 Engines - 1 Type - RECIPROCATIN ower - 1425 HP		S	Installed/A tall Warnin		
Environment/Operations Information Weather Data	Itinerary		, ,		Proximity		
Wx Briefing - NO RECORD OF B Method - N/A		arture Point SVILLE.GA		OFF AI	RPORT/STRIP		
Completeness - N/A	Destinati		Α.	irport D	ata		
Basic Weather - VMC	LOCAL			AIR AC			
Wind Dir/Speed- 110/008 KTS Visibility - 10.0 SM	ATC/Airspa				Ident - Lth/Wid -	18	100
Lowest Sky/Clouds - 2500					Surface -		
Lowest Ceiling - 8000 Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIG	FT BROKEN Type of Type Apo	h/Lndg - NONE				DRY	
Personnel Information							
Pilot-In-Command	Age - 25				MEDICAL-NO	WAIVERS/	/LIMIT
Certificate(s)/Rating(s)	Biennial Fligh			Time (H			
PRIVATE SE LAND.ME LAND	Current Months Sir	-	/Model-	121 55		Hrs - UN Days-	11
		ype-UNK/NR Instr	ument-			Days-	

Instrument Rating(s) - NONE

-

----Narrative----

A PLT/WITNESS RPTD THAT THE AIRPLANE FIRST FLEW OVER THE ARPT TO THE NORTH AT ABOUT 500 FT AGL, AND SUBSEQUENTLY PERFORMED A WINGOVER AT THE NORTH END OF THE ARPT. THE AIRPLANE THEN MADE A HIGH-SPEED PASS OVER THE RWY TO THE SOUTH. AT ABOUT 50 FT AGL. UPON REACHING THE SOUTH END OF THE RWY. IT ENTERED INTO A CLIMBING RIGHT TURN. A FEW SECONDS LATER, THE AIRPLANE PERFORMED ANOTHER WINGOVER; IT SUBSEQUENTLY DISAPPEARED INTO TREES AS IT RETURNED TO A NORTHERLY HEADING, IN A WINGS-LEVEL, SLIGHT NOSE- DOWN ATTITUDE. POST-CRASH EXAM OF THE AIRPLANE AND ENGINE REVEALED NO EVIDENCE OF PRE-EXISTING MECHANICAL MALFUNCTION OR FAILURE.

File No 5	65 1/02/88	WOODSTOCK, GA	A/C Reg. No. N9719G	Time (Lc1) - 1530 EST	
Occurrence #1 Phase of Operation		ION WITH OBJECT			
3. OSTENTATIOU 4. AEROBATICS - AT 5. CLEARANCE - MIS	FORMED - PILOT IN S DISPLAY - PILOT TEMPTED - PILOT IN	IN COMMAND COMMAND COMMAND	·		
Occurrence #2 Phase of Operation		ION WITH TERRAIN/WATER	2		
Probable Cause					
The National Transpo is/are finding(s) 2,		rd determines that the	e Probable Cause(s) of this accide	ent	
Factor(s) relating t	o this accident is	/are finding(s) 3,4		•	

-Basic Information Type Operating Certificate-NONE (GENERAL AVIATION			Aircraft Damage			Injuries			
			DESTRO	YED		Fatal	Serious		None
Type of Operation	-INSTRUCTIONA	-	Fire		Crew	0	0		1
Flight Conducted Under			NONE		Pass	0	0	0	0
Accident Occurred During	-LANDING								
Aircraft Information									
Make/Model ~ PIPER PA-				COMING 0-320			Installed/		
Landing Gear - TRICYCLE-	FIXED		ngines - '				tall Warni	ng System	- YES
Max Gross Wt - 2325				CIPROCATING-	CARBURE	TOR			
No. of Seats - 4		Rated Po	wer -	160 HP					
Environment/Operations Info	rmation								
Veather Data		Itinerary					Proximity		
	RD OF BRIEFING		rture Point	:		ON AIR	PORT		
Method - N/A		SAME AS							
Completeness - N/A		Destinatio	n			Airport D			
Basic Weather - VMC		LOCAL					ETT CO-BRI		
Wind Dir/Speed- 350/012								- 25	95
Visibility - 7.0		ATC/Airspac		Nevis			Lth/Wid		
Lowest Sky/Clouds -	3000 FT SCAT	FERED Type of F	light Plan	- NUNE			Surface	- ASPHALI - DRY	
Lowest Ceiling - Obstructions to Vision-	NONE	Type of C	learance	- TRAFFIC PA	TTEDN	Runway	Status	- DRT	
		Type Apch	/ Lhag	FULL STOP	ITERN				
Precipitation - Condition of Light -				FULL STUP					
Personnel Information									() T MTT
ilot-In-Command Age - 39 Certificate(s)/Rating(s) Biennial Flight Revie						e - VALID MEDICAL-NO WAIVERS/LIMIT t Time (Hours)			
Certificate(s)/Rating(s)				Total				4 Hrs -	
STUDENT		Months Sinc		Make/Mo					
		Aircraft Ty		Instrum				O Days- U O Days-	
		Afrenart Ty	pe - N/A	Multi-E				raft - U	
				MUTCI-E	ng - ur		ROLUPC	Part - U	
<pre>Instrument Rating(s)</pre>	- NONE								
Narrative				ITH A CROSS	•				

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File NO :	568 5/05/88	LAWRENCEVILLE, GA	A/C Reg. No. N8205	Time (Lc1) - 1110 EDT
Occurrence #1 Phase of Operation				
3. COMPENSATION FO 4. WEATHER CONDIT	TION - DISREGARDED DR WIND CONDITIONS	- PILOT IN COMMAND - NOT ATTAINED - PILOT OT IN COMMAND	IN COMMAND	
Occurrence #2 Phase of Operation		TOUCHDOWN		
Finding(s) 6. FLARE - IMPROPI	R - PILOT IN COMMA	ND	· · · · · · · · · · · · · · · · · · ·	
Occurrence #3 Phase of Operation				
inding(s) 7. LANDING GEAR,NO	DSE GEAR - OVERLOAD			

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

WELL,GA A/C Reg.	No. N5705Q	Time (Lcl) - 0815 EDT			
•		Injuries Fatal Serious Minor None			
Fire	Crew	0	0 0 0 0	1 0	
Number Engines - 1 Engine Type - RECIP	FUEL INJECTED				
Itinopany		Airport Provi	mi+v		
,		ON AIRPORT	micy		
Destination SAME AS ACC/INC	Α.	HARTWELL-MU			
Type of Clearance - NC	DNE	Runway Lth/ Runway Surf	Wid - 2600/ ace - GRASS/T		
, ype riperiy Ling					
400 - 62 Mor	tical Contificato			/1 TAATT	
				/ [] [] []	
Current ~ YES			ast 24 Hrs -	0	
Months Since - 12			ast 30 Days-	25	
	AL AVIATION) Aircraft Da SUBSTANTIA Fire NONE Eng Make/Model - LYCOMI Number Engines - 1 Engine Type - RECIP- Rated Power - 200 Itinerary G Last Departure Point BLAIRSVILLE,GA Destination SAME AS ACC/INC ATC/Airspace TIERED Type of Flight Plan - NO Type of Clearance - NO Type Apch/Lndg - FL Age - 63 Med Biennial Flight Review	AL AVIATION) Aircraft Damage SUBSTANTIAL Fire Crew NONE Pass Eng Make/Model - LYCOMING IO-360 Number Engines - 1 Engine Type - RECIP-FUEL INJECTED Rated Power - 200 HP Itinerary G Last Departure Point BLAIRSVILLE,GA Destination A SAME AS ACC/INC ATC/Airspace TTERED Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FULL STOP Age - 63 Medical Certificate Biennial Flight Review Flight	AL AVIATION) Aircraft Damage SUBSTANTIAL Fatal Ser Fire Crew O NONE Pass O Eng Make/Model - LYCOMING IO-360 ELT Insta Number Engines - 1 Stall Engine Type - RECIP-FUEL INJECTED Rated Power - 200 HP Itinerary Airport Proxi G Last Departure Point ON AIRPORT BLAIRSVILLE,GA Destination Airport Data SAME AS ACC/INC HARTWELL-ML Runway Ider ATC/Airspace Runway Lth/ TTERED Type of Flight Plan - NONE Runway Surf Type of Clearance - NONE Runway Stat Type Apch/Lndg - FULL STOP Age - 63 Medical Certificate - VALID MEDI Biennial Flight Review Flight Time (Hours)	AL AVIATION) Aircraft Damage Injuries SUBSTANTIAL Fatal Serious Minor Fire Crew 0 0 0 0 NONE Pass 0 0 0 0 Eng Make/Model - LYCOMING IO-360 ELT Installed/Activated Number Engines - 1 Engine Type - RECIP-FUEL INJECTED Rated Power - 200 HP Itinerary Airport Proximity G Last Departure Point ON AIRPORT BLAIRSVILLE,GA Destination Airport Data SAME AS ACC/INC HARTWELL-MUSTANG ATC/Airspace Runway Ident - 09 ATC/Airspace - NONE Runway Status - DRY Type of Clearance - NONE Runway Status - DRY Type Apch/Lndg - FULL STOP Age - 63 Medical Certificate - VALID MEDICAL-NO WAIVERS Biennial Flight Review Flight Time (Hours)	

Instrument Rating(s) - AIRPLANE

----Narrative----

THE NOSE GEAR COLLAPSED DURING A LANDING ROLL AT ABOUT 5 MPH. THE ANNUAL INSPECTION HAD FAILED TO DISCLOSE A MATERIAL PROBLEM WITH THE GEAR TRUSS. EXAMINATION OF THE FRACTURED COMPONENT DISCLOSED THAT THE TUBULAR MATERIAL HAD RUSTED FROM THE INSIDE AND THE DEFECT WAS NOT VISIBLE FROM THE OUTSIDE.

6/04/88 HARTWELL, GA A/C Reg. No. N5705Q File No. - 540 Time (Lcl) - 0815 EDT _____ Occurrence #1 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 1. LANDING GEAR, NOSE GEAR ASSEMBLY - NOT SWITCHED 2. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, TOTAL Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - ROLL Finding(s) 3. TERRAIN CONDITION - DITCH ------------------Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident File No. - 539 6/19/88 BOSTON.GA A/C Reg. No. N8371T Time (Lc1) - 2000 EDT --Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries DESTROYED Fatal Serious Minor None 0 Type of Operation -PERSONAL Crew 0 0 Fire 1 Flight Conducted Under -14 CFR 91 ON GROUND Pass 0 0 1 0 Accident Occurred During -LANDING -----Aircraft Information----Eng Make/Model - CONTINENTAL GO-300-E ELT Installed/Activated - YES/NO Make/Model - CESSNA 175C Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 1900 Engine Type - RECIPROCATING-CARBURETOR No. of Seats - 4 Rated Power - 175 HP ----Environment/Operations Information----Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL PUT Wind Dir/Speed- VARIABLE/002 KTS Runway Ident - 04 Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - 2300/ 40 Lowest Sky/Clouds -CLEAR 'Type of Flight Plan - NONE Runway Surface - GRASS/TURF Lowest Ceiling -Type of Clearance - NONE Runway Status - DRY NONE Obstructions to Vision- NONE Type Apch/Lndg - PRECAUTIONARY LANDING Precipitation - NONE Condition of Light - DAYLIGHT ____ ----Personnel Information----Pilot-In-Command Age - 47 Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Total Make/Ma Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - YES Total - 350 Last 24 Hrs - UNK/NR PRIVATE Make/Model-20Last 30 Days-18Instrument-UNK/NRLast 90 Days-25Multi-Eng -UNK/NRRotorcraft -UNK/NP Months Since - 23 SE LAND Aircraft Type - C-172 Instrument Rating(s) - AIRPLANE ----Narrative----THE PILOT WAS ATTEMPTING TO LAND FOLLOWING A REDUCTION IN POWER WHEN HE OVERSHOT THE RUNWAY. THE PILOT SAID THE ENGINE DID NOT OUIT AND WAS STILL PRODUCING THRUST. THE AIRCRAFT WAS DESTROYED BY FIRE AFTER IT CAME TO REST. THE PLT LANDED DOWNHILL AND DOWNWIND. _____

File No 539	6/19/88 BOSTON,GA	A/C Reg. No. N8371T	Time (Lc1) - 2000 EDT	
	RRUN NDING - ROLL			
Finding(s) 1. AIRSPEED - EXCESSIVE				

2. WEATHER CONDITION - TAILWIND

3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

Information							
-Basic Information Type Operating Certificate-AGRICULTURAL AI		ift Damage ANTIAL	Fat		[njur bus	ies Minor	None
Type of Operation -AERIAL APPLICAT			Crew		2	-	1
Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING	NONE	F	ass	0 (D	0	0
-Aircraft Information							
Make/Model - INTERMOUNTAIN CALLAIR A-9							
Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 3186	Number Engines – Engine Type – R			Stall Wa	arning	g System	- NO
No. of Seats - 1	Rated Power -		BURETUR				
		200 HF					
-Environment/Operations Information							
Weather Data	Itinerary			ort Proxim			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poir	nt	OF	FF AIRPORT/S	STRIP		
Method - N/A	CALHOUN, GA			-			
Completeness - N/A	Destination		Airpo	ort Data			
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- LIGHT AND VARIABLE Visibility - 20.0 SM	ATC/Airspace			ınway Ident ınway Lth/₩ [.]		N/A N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			inway Lun/w inway Surfac		•	
Lowest Ceiling - NONE	Type of Clearance			inway Status			
Obstructions to Vision- NONE	Type Apch/Lndg			inway Statut	2	Roodin	
Precipitation - NONE	Type Apony Endg	POROED EARDIN					
Condition of Light - DAYLIGHT							
-Personnel Information							
	ie - 54	Medical Certif	icate - V				TMTT
	ennial Flight Review			ne (Hours)		HALVERS/	
COMMERCIAL		Total			st 24	Hrs -	4
SELAND	Months Since - 1	Make/Model	- 1269	Las		Davs-	36
	Months Since - 1 Aircraft Type - C-182	Instrument	- 0	Las		Davs-	123

Instrument Rating(s) - NONE

----Narrative----

DURING AN AERIAL APPLICATION FLIGHT, THE AIRCRAFT COLLIDED WITH A PREVIOUSLY UNDETECTED POWER LINE. THE POWER LINE FRACTURED THE LANDING LIGHT BULB WHICH WAS LOCATED FORWARD OF THE ENGINE AIR INTAKE SYSTEM. FRAGMENTS OF THE GLASS BULB BLOCKED THE AIR INLET TO THE CARB WHICH CAUSED A LOSS OF ENGINE POWER. THE AIRCRAFT WAS LANDED IN ROUGH TERRAIN.

File No 5	86 8/13/88 REDBUD,GA	A/C Reg. No. N72	233V Time (Lc1) - 0900 EDT
	IN FLIGHT COLLISION WITH OBJECT MANEUVERING - AERIAL APPLICATIO		
Finding(s) 1. OBJECT - WIRE,T 2. VISUAL LOOKOU	RANSMISSION T - INADEQUATE - PILOT IN COMMAND		
	LOSS OF ENGINE POWER(PARTIAL) - MANEUVERING - AERIAL APPLICATIO		
Finding(s) 3. INDUCTION AIR C	ONTROL,RAM/INDUCTION AIR DUCTING	- BLOCKED(PARTIAL)	· · · · · · · · · · · · · · · · · · ·
Occurrence #3 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
	MAIN GEAR COLLAPSED LANDING - FLARE/TOUCHDOWN		
Finding(s) 4. TERRAIN CONDITI	DN - ROUGH/UNEVEN		
Probable Cause			
The National Transpo is/are finding(s) 2	rtation Safety Board determines t	hat the Probable Cause(s) of t	his accident

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

 -Basic Information									
Type Operating Certificat	e-AGRICU	TURAL AIRCRAFT					Injur		
Type of Operation			SUBSTANI Fire			:al So O	erious O		None 1
Flight Conducted Under	-14 CFR	137	NONE			0			o
Accident Occurred During	-TAKEOFI								
-Aircraft Information									
Make/Model - PIPER PA-		E	ng Make/Model - LYCC	MING 0-540-B				ctivated	
Landing Gear - TAILWHEEL Max Gross Wt - 2900	-ALL FIXE		umber Engines - 1 ngine Type - RECI			Stal	I Warnin	g System	- NU
No. of Seats - 1			ated Power - 2		DUREIUR				
-Environment/Operations Info Weather Data	ormation-		erary		Airp	ort Pro	ximit∨		
			st Departure Point				RT/STRIP		
Wx Briefing - UNK/NR Method - UNK/NR			NEWDALE, ID				• -		
Completeness - UNK/NR			tination		Airpo	ort Data			
Basic Weather - VMC			LOCAL						
Wind Dir/Speed- CALM		/				inway Id		N/A	
Visibility - 40.0			Airspace	NONE			n/Wid -		
Lowest Sky/Clouds – Lowest Ceiling –			pe of Flight Plan - pe of Clearance -				rface - atus -		
Obstructions to Vision-	NONE		pe Apch/Lndg -		ĸu	iliway 5th	atus -	N/A	
Precipitation -		, y	pe Apelly Endg	NONE					
Condition of Light -		Г							
 -Personnel Information									
Pilot-In-Command		Age -	47 N Flight Review	ledical Certif	[:] icate - V	ALID ME	DICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)		Biennial	Flight Review	F	light Tim	ne (Hour:	s)		
PRIVATE		Curr	ent - UNK/NR	Total	- 3500			Hrs - UN	
SE LAND		Mont	hs Since - UNK/NR	Make/Mode	- UNK/NR		Last 30	Days- UN	K/NR
		Airc	hs Since - UNK/NR raft Type - UNK/NR	Instrument Multi-Eng	- UNK/NR		Last 90 Rotorcr	Days-UN aft -UN	K/NR K/NR
									.,
Instrument Rating(s)	- NUNE								
-Narrative									
PILOT WAS USING A ROAD AS H	IS BASE (OF OPERATIONS F	OR AN AERIAL APPLICA	TIONS OPERAT	ON. DURIN	G TAKEO	FF		

 File No. - 441
 5/20/88
 CLEMENTSVILLE,ID
 A/C Reg. No. N4842Y
 Time (Lc1) - 1700 MDT

 Occurrence #1
 ON GROUND COLLISION WITH OBJECT
 Phase of Operation
 TAKEOFF - GROUND RUN

 Finding(s)
 1. OBJECT - VEHICLE
 2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 4. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 4

-Basic Information						
Type Operating Certificate-NONE (G	ENERAL AVIATION)			Injurie		
T 0.0 //		SUBSTANTIAL	Fata		Minor	None
Type of Operation -PERSONA		Fire		0	1	0
Flight Conducted Under -14 CFR		NONE	Pass O	0	1	0
Accident Occurred During -LANDING	i 					
-Aircraft Information						
Make/Model - CESSNA 182B		del - CONTINENTAL		T Installed/Act	ivated -	· YES/YE
Landing Gear - TRICYCLE-FIXED	Number Engi	nes - 1		Stall Warning	System -	- YES `
Max Gross Wt - 2650	Engine Type	- RECIPROCATI	NG-CARBURETOR	_	-	
No. of Seats - 4		- 230 HP				
-Environment/Operations Information						
Weather Data	Itinerary		Airpor	rt Proximity		
Wx Briefing - NO RECORD OF BRI		re Point		AIRPORT		
Method - N/A	CONDON, MT					
Completeness - N/A	Destination		Airport	t Data		
Basic Weather - VMC	ATHOL, ID		SILV	/ERWOOD		
Wind Dir/Speed- 270/012 KTS			Runy	vay Ident - 0	3	
Visibility - 50.0 SM	ATC/Airspace		Runy	way Lth/Wid -		100
Lowest Sky/Clouds - 10000 FT	SCATTERED Type of Flig	ht Plan - NONE	Runy	way Surface - A	SPHALT	
Lowest Ceiling - 25000 FT				way Status - D	RY	
Obstructions to Vision- NONE	Type Apch/Ln	dg - TRAFFIC	PATTERN			
Precipitation - NONE		FULL ST				
Condition of Light - DAYLIGHT						
 -Personnel Information						
Pilot-In-Command	Age - 58	Medical	Certificate - VAL	ID MEDICAL-WAIV	ERS/LIM	ι Τ
Certificate(s)/Rating(s)	Biennial Flight Re		Flight Time	(Hours)	,	
PRIVATE	Current	- YES Tota	1 - 1450	Last 24 H	Irs -	2
SE LAND	Months Since	- 15 Make	/Model- 1250	Last 30 D	ays-	10
	Aircraft Type	- 15 Make - C-182 Inst	rument- 50	Last 90 D	ays-	30
		Mult	i-Eng - UNK/NR	Rotorcraf	t - UNH	K/NR
Instrument Rating(s) - NONE						
-Narrative						
LANDED LONG TO AVOID POTENTIAL CONFL						
LWIND AFTER TOUCHDOWN. HE INITIATED A	GO-AROUND BUT CONTACTED	ROUGH TERRAIN IN	OVERRUN BEFORE E	BECOMING AIRBORN	IE.	

File No 591 6/17/88 ATHOL,ID	A/C Reg. No. N7112E	Time (Lc1) - 0940 PDT
Occurrence #1 OVERRUN Phase of Operation LANDING		
Finding(s) 1. PROPER TOUCHDOWN POINT - NOT SELECTED - PILOT IN COMMAN 2. WEATHER CONDITION - TAILWIND 3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND	ND	
Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - ROLL	2	
Finding(s) 4. TERRAIN CONDITION - ROUGH/UNEVEN		
Probable Cause		
The National Transportation Safety Board determines that the	Probable Cause(s) of this accid	lent

is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

File No 434 6/26/88 ATHOL,	ID A/C R	eg. No. N91419	T	Time (Lc1) - 1510 PDT			
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircraf DESTRO	t Damage YED	Fatal	Injur Serious	ies Minor	None	
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire NONE	Crew Pass	1 0	0 0	0 0	0 0	
Aircraft Information Make/Model - I.C.ABRASOV IS-29D Landing Gear - HULL Max Gross Wt - UNK/NR No. of Seats - 1	Eng Make/Model - N/ Number Engines - N/ Engine Type - N/ Rated Power - N/	A A		Installed/A tall Warnin			
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 25.0 SM Lowest Sky/Clouds - N/A Lowest Sky/Clouds - N/A Lowest Ceiling - 6000 FT BROKE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		- NONE	OFF AI Airport D SILVER Runway Runway Runway	WOOD	N/A N/A N/A		
	Age - 50 Biennial Flight Review Current - NO Months Since - 99 Aircraft Type - UNK/NR	Total - Make/Model-	nt Time (H 71 1	ours) Last 24 Last 30	Hrs - UN Days- UN Days- UN	K/NR	

----Narrative----

PLT WAS ON THIRD FLT IN MAKE/MODEL. WITNESS STATED APPROACH WAS TOO LOW AND SLOW TO MAKE AIRPORT. ACFT MADE A TURN TO THE LEFT AND THEN TO THE RIGHT. WING DROPPED AND ACFT ENTERED STALL/SPIN TO THE RIGHT AND CONTINUED ROTATION TO THE GROUND.

File No 4	34 6/26/88	ATHOL, ID	A/C Reg. No. N91419	Time (Lc1) - 1510 PDT
Occurrence #1 Phase of Operation			BASE TO FINAL	
	MAINTAINED - PILOT	YPE OF AIRCRAFT - P IN COMMAND	PILOT IN COMMAND	
Occurrence #2 Phase of Operation	-	•	TER	
Probable Cause				
The National Transpo is/are finding(s) 1,		rd determines that	the Probable Cause(s) of this accide	ent

Factor(s) relating to this accident is/are finding(s) 2

.

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERA	AVIATION) Aircra	ift Damage		Injur	ies	
		ANTIAL	Fatal	-		None
Type of Operation -PERSONAL	Fire	Crew	<i>i</i> 0	0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -CLIMB	NONE	Pass	s 0	0	1.	0
-Aircraft Information						
Make/Model - CESSNA 172 Landing Gear - TRICYCLE-FIXED	Eng Make/Model - C Number Engines -	ONTINENTAL 0-300-A		[nstalled/Ac tall Warning		
Max Gross Wt - 2200		ECIPROCATING-CARBU		tari wanning	y system	- TES
No. of Seats - 4	Rated Power -					
-Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Poir	*		Proximity RPORT/STRIP		
Method - N/A	COEUR D'ALENE.ID	··· ·	OFF AI	KFURI/ SIRIF		
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	LOCAL		•			
Wind Dir/Speed- 270/003 KTS					N/A	
Visibility - 30.0 SM	ATC/Airspace	None		Lth/Wid -		
Lowest Sky/Clouds - 25000 FT THIN Lowest Ceiling - NONE	BKN Type of Flight Plan Type of Clearance			Surface - Status -	N/A N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE	Kullway	Status	IN/ A	
Precipitation - NONE						
Condition of Light - DAYLIGHT						
-Personnel Information	6 4					
Pilot-In-Command Certificate(s)/Rating(s)	Age - 64 Biennial Flight Review	Medical Certifica	te ~ VALID ht Time (Ho		VERS/LIM	11 1
PRIVATE, MILITARY	Current - YES	Total -		Last 24	Hrs -	2
SE LAND, ME LAND	Months Since - 10	Make/Model-	150	Last 30	Davs-	20
	Aircraft Type - C-172	Instrument-	800			30
		Multi-Eng -	2500	Rotorcra	aft - UN	IK/NR
Instrument Rating(s) - AIRPLANE						
-Narrative						
ER LOW PASS OVER INTENDED LANDING AREA, AC Shy clearcut area rather than collide with					OVIC	
SHY CLEARCOT AREA RATHER THAN COLLIDE WITH SITY ALTITUDE ESTIMATED AT 6500 FT.	KUUGH TERRAIN. PLI KEPUR	A STATED FINDING UP	LUW COMPRI	-2310M 0M 3	UILJ.	
STI ALTIOL ESTIMATED AT 0000 TT.						

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File No 438	7/23/88 COEUR D'ALENE,ID	A/C Reg. No. N8109B	Time (Lcl) - 1145 PDT	
Occurrence #1 IN F Phase of Operation CLIM	LIGHT COLLISION WITH TERRAIN/WATER			
Finding(s) 1. TERRAIN CONDITION - M 2. IN-FLIGHT PLANNING/ 3. ENGINE ASSEMBLY,CYLIN 4. WEATHER CONDITION - H	DECISION - IMPROPER - PILOT IN COMMA DER - LOW COMPRESSION	ND	· · ·	
Probable Cause				

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

-Basic Information Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage SUBSTANTIAL Fatal Type of Operation -PERSONAL Fire Crew O		
Type of Operation -PERSONAL Fire Crew O		or None
Flight Conducted Under -14 CFR 91 NONE Pass O Accident Occurred During -LANDING	-	0 1 0 1
	Installed/Activa Stall Warning Sys	
Environment/Operations Information Weather Data Airport	Proximity	
	IRPORT/STRIP	
Completeness - UNK/NRDestinationAirport EBasic Weather - VMCSAME AS ACC/INCFRIEDNWind Dir/Speed- 290/007 KTSRunway	MAN MEMORIAL y Ident - N/A	
Lowest Sky/Clouds - 9000 FT SCATTERED Type of Flight Plan - NONE Runway	y Lth/Wid - N/A y Surface - N/A y Status - N/A	

Instrument Rating(s) - AIRPLANE _____

----Narrative----

ENGINE PWR LOSS OCCURRED APPROACHING DESTINATON ABOUT 2000 FT AGL. PLT SWITCHED FUEL AND ATTEMPTED RESTART BUT FAILED TO UTILIZE PROPER PROCEDURES. ACFT COLLIDED WITH WIRE FENCE HIDDEN IN TALL VEGETATION ON CHOSEN FORCED LNDG SITE. INVESTIGATION REVEALED LEFT FUEL TANK, IN OPERATION AT PWR LOSS, WAS BELOW USABLE LEVEL. RIGHT TANK LEVEL WAS FOUND NEAR UNUSABLE FUEL LEVEL. AUX TANKS WERE NEAR FULL.

File No 5	8/06/88	HALLEY, ID	A/C Reg. No. N3PH	Time (Lc1) - 1855 MDT
Occurrence #1 Phase of Operation		POWER(TOTAL) - NON-M	IECHANICAL	
Finding(s) 1. FUEL SUPPLY - II 2. FLUID,FUEL - ST				
Occurrence #2 Phase of Operation		ENCY		
Finding(s) 3. REMEDIAL ACTION	- IMPROPER - PIL			
Occurrence #3 Phase of Operation		SION WITH OBJECT		
Finding(s) 4. OBJECT - FENCE				
Probable Cause				
The National Transpor is/are finding(s) 1,2		ard determines that	the Probable Cause(s) of this accid	lent

Factor(s) relating to this accident is/are finding(s) 4

File No 482 2/23/88 KANK	AKEE,IL	A/C Reg. No.	N4917K	Time (Lcl) -	1800 CST
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft Damage		Injuri	
		SUBSTANTIAL	Fata		
Type of Operation -EXECUTIVE/C	ORPORATE	Fire	Crew O	•	0 1
Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT		NONE	Pass O	0	1 0
Aircraft Information					
Make/Model - CESSNA T210N		del - CONTINENTA			tivated - YES-UNK/N
Landing Gear - TRICYCLE-RETRACTABLE	Number Engi			Stall Warning	System - YES
Max Gross Wt - 4000	Engine_Type		INJECTED		
No. of Seats - 6	Rated Power	- 310 HP			
Environment/Operations Information					
Weather Data	Itinerary		Airpo	rt Proximity	
Wx Briefing - FSS	Last Departu	re Point		AIRPORT/STRIP	
Method - TELEPHONE	CHICAGO, IL		011		
Completeness - UNK/NR	Destination		Airpor	t Data	
Basic Weather - VMC	ST. LOUIS,	MO	•	ATER KANKAKEE	
Wind Dir/Speed- 270/016 KTS	51. 20015,				N/A
Visibility - 4.000 SM					
	ATC/Airspace			way Lth/Wid - I	
Lowest Sky/Clouds - UNK/NR		ht Plan - IFR		way Surface -	
Lowest Ceiling - 2500 FT BRO		rance - IFR		way Status -	SNUW - WEI
Obstructions to Vision- BLOWING SNOW	Type Apch/Ln				
Precipitation - SNOW SHOWER Condition of Light - DAYLIGHT		FORCED	LANDING		
Condition of Light - DAYLIGHT					
Personnel Information					
Pilot-In-Command	Age - 54	Medical	Certificate - VA	LTD MEDICAL-WAT	VFRS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re		Flight Time		
PRIVATE			al - 1437	Last 24	Hrs - 1
SE LAND, ME LAND	Months Since		e/Model- UNK/NR		Davs- UNK/NR
SE ERIO, ME ERIO	Aircraft Type		trument- UNK/NR		Days Onky Nk Days 15
	Allelait Type		ti-Eng - UNK/NR		ft - UNK/NR
		MUT	CI-EIIg - UNK/NK	Rotorcha	
Instrument Rating(s) - AIRPLANE					
Narrative					
THE PILOT WAS ENROUTE TO ST. LOUIS, MO, ON A TO LAND AT A NEARBY AIRPORT. ALTHOUGH THE PI BY AN ARTCC CONTROLLER. THE PILOT TOLD THE C THEN MADE A VISUAL APPROACH TO THE AIRPORT A	LOT DID NOT DECLARE ONTROLLER THAT THE A	AN EMERGENCY HE IRCRAFT'S ENGINE	WAS GIVEN VECTORS WAS STILL RUNNIN	TO THE AIRPORT G. THE PILOT	
AND AIRSPEED WERE NOT SUFFICIENT ENOUGH FOR					
SOME TREES BEFORE IMPACTING THE TERRAIN IN A	N OPEN FIELD. INVEST	IGATION REVEALED	THE NO.3 ENGINE	CYLINDER HAD	
SEPARATED AT ITS BASE DUE TO FATIGUE CRACKS.					

File No. - 482 2/23/88 KANKAKEE,IL A/C Reg. No. N4917K Time (Lcl) - 1800 CST LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF Occurrence #1 Phase of Operation APPROACH Finding(s) 1. ENGINE ASSEMBLY, CYLINDER - FATIGUE 2. ENGINE ASSEMBLY, CYLINDER - SEPARATION 3. FLUID,OIL - LOSS,TOTAL Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - EMERGENCY Finding(s) 4. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND 5. PLANNED APPROACH - POOR - PILOT IN COMMAND 6. WEATHER CONDITION - SNOW 7. OBJECT - TREE(S) _____ IN FLIGHT COLLISION WITH TERRAIN/WATER Occurrence #4 Phase of Operation DESCENT - UNCONTROLLED _____ ----Probable Cause----

Brief of Accident (Continued)

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4,5,6

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 471 3/26/88 SA	LEM,IL	A/C Reg. No. N96010	>	Time (Lcl)	- 1013 CS	r
Basic Information Type Operating Certificate-NONE (GEN Type of Operation -INSTRUCTI Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	S ONAL Fi	rcraft Damage UBSTANTIAL re ONE	Fatal Crew O Pass O	Inju Serious O O		None 1 0
Aircraft Information Make/Model - CESSNA 152 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1670 No. of Seats - 2	Eng Make/Model Number Engines	- LYCOMING 0-235-M - 1 - RECIPROCATING-C/ - 108 HP	N2C EL	「 Installed// Stall Warnin		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 290/016 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 3000 FT S Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure VINCENNES,IN Destination SALEM,IL ATC/Airspace	Plan - VFR ce - NONE	ON A Airport SALEI Runwa Runwa Runwa Runwa	Data M/LECKRONE	- ASPHALT	75
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 18 Biennial Flight Revie Current - N Months Since - N Aircraft Type - N	w	Flight Time (- 54	(Hours) Last 24	D WAIVERS, 4 Hrs - D.Days- UN D Days-	3 NK/NR
Instrument Rating(s) - NONE						
Narrative HILE ATTEMPTING TO LAND WITH A QUARTERING LECTED TO GO-AROUND. ON CLIMBOUT HE WAS U FFECT THE AIRCRAFT STARTED TO DESCEND. TH IRCRAFT STRUCK A DITCH AND NOSED OVER.	NABLE TO MAINTAIN THE PR	OPER RATE OF CLIMB.	, AND ONCE OUT	F OF GROUND	THE	

File No 4	71 3/26/88	SALEM,IL		A/C Reg. No. N96010	Time (Lc1) - 1013 CST
2. WEATHER CONDITI	LANDING - ABORTED AYED - PILOT IN COM ON - TAILWIND ADEQUATE - PILOT IM) IMAND I COMMAND			
Occurrence #2 Phase of Operation		ICY			
Occurrence #3 Phase of Operation					
Finding(s) 5. TERRAIN CONDITI 6. TERRAIN CONDITI					
Probable Cause					
The National Transpo is/are finding(s) 1,		d determines th	at the Proba	able Cause(s) of this accid	ent

Factor(s) relating to this accident is/are finding(s) 2,6

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 470 4/06/88 CHAMP4	AIGN, IL A/C F	Reg. No. N64508	Τi	me (Lc1) -	1256 CD	т
Basic Information Type Operating Certificate-NONE (GENERAL	SUBST	t Damage	Fatal		Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAXI	Fire NONE		0 0	0 0	0 0	1 1
Aircraft Information Make/Model - CESSNA 172M Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	Eng Make/Model - L' Number Engines - Engine Type - RI Rated Power -	1	St	nstalled/A all Warnin		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 320/032 KTS Visibility - 8.0 SM Lowest Sky/Clouds - UNK/NR Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 2000 FT OVERC Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poin SAGINAW,MI Destination DEXTER,MO ATC/Airspace Type of Flight Plan CAST Type of Clearance Type Apch/Lndg	- IFR - IFR	Runway Runway	ORT ta Ident - Lth/Wid - Surface -	32 8100/ CONCRET DRY	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND	Age - 63 Biennial Flight Review Current - YES Months Since - 2 Aircraft Type - UNK/NF	Flig Total - Make/Model-	nt Time (Ho 1984 1984	urs) Last 24	Hrs - Days- U	6

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT HAD JUST LANDED AT THE AIRPORT FOR REFUELING AND WAS INSTRUCTED BY THE TOWER TO DO A 180 DEGREE TURN ON THE RUNWAY AND THEN MAKE A LEFT TURN ON THE FIRST TAXIWAY. THE PILOT EXECUTED THE 180 DEGREE TURN AND WHILE ATTEMPTING TO TURN LEFT (CROSSWIND) ONTO THE TAXIWAY, DID NOT SUFFICIENTLY COMPENSATE FOR THE EXISTING WIND CONDITIONS AND AS A RESULT THE AIRCRAFT WAS "BLOWN" OVER ONTO ITS BACK.

File No 4	70 4/06/88	CHAMPAIGN, IL	A/C Reg. No. N64508	Time (Lcl) - 1256 CDT
Occurrence #1 Phase of Operation				
Finding(s) 1. WEATHER CONDITI 2. COMPENSATION 3. WEATHER CONDITI 4. WEATHER CONDITI	FOR WIND CONDITION DN - GUSTS	S - INADEQUATE - PILO	T IN COMMAND	
Occurrence #2 Phase of Operation	TAXI - FROM LAND			· · · ·
Probable Cause				
The National Transpo is/are finding(s) 2.	rtation Safety Boa	rd determines that th	e Probable Cause(s) of this acc	ident

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 468 5/11/88 NAUVO	00,IL	A/C Re	g. No. N757Z)	(т	ime (Lcl)	- 2000	CDT	
Basic Information Type Operating Certificate-NONE (GENER/	AL AVIATION)	Aircraft					uries		
		DESTROY	ED	0	Fatal	Serious			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire NONE		Crew Pass	0	1 0	0		0
Accident Occurred During -APPROACH				Pass	U	0	I		0
Aircraft Information				·					
Make/Model - CESSNA 152	Eng Make/Mo	del - LYC	OMING 0-235-L	20	ELT	Installed	/Activat	ed - Y	ES-UNK/N
Landing Gear - TRICYCLE-FIXED	Number Engi					tall Warn	ing Syst	em – Y	ES
Max Gross Wt - 1670	Engine Type		IPROCATING-CA	RBURET	OR				
No. of Seats - 2	Rated Power	· _	110 HP						
Environment/Operations Information									
Weather Data	Itinerary	_				Proximity			
W× Briefing - NO RECORD OF BRIEFING					OFF AI	RPORT/STR	IP		
Method - N/A Completeness - N/A	CARTHAGE,I Destination	L			irport D	a t a			
Basic Weather - VMC	NIOTA, IL			А	•	ata E AIRSTRI	Б		
Wind Dir/Speed- 140/009 KTS	NIGTA, IL					Ident	- N/A		
Visibility - 15.0 SM	ATC/Airspace					Lth/Wid		/ 50	
Lowest Sky/Clouds - 25000 FT SCAT		ht Plan -	NONE			Surface		,	
Lowest Ceiling - NONE	Type of Clea					Status			
Obstructions to Vision- NONE	Type Apch/Ln	ndg -	NONE		-				
Precipitation - NONE									
Condition of Light - DAYLIGHT									
Personnel Information									
Pilot-In-Command			Medical Certi				NO WAIVE	RS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Re				Time (H				_
PRIVATE SE LAND		- YES	Total Make (Meda				24 Hrs -		
JE LAND	Months Since Aircraft Type	- 0	Make/Mode	;;- ;+-	3	Last	30 Days- 90 Days-		
	Anchart Type	- 0-1/2	Instrumer	11-	I	Lasi	50 Days-		ĸ
Instrument Rating(s) - NONE									
Narrative									
HE PILOT WAS MAKING A "FAST LOW APPROACH" TO									
LOSE TO A ROW OF TREES. THE PILOT STATED HE DT NOTICE HOW CLOSE THE AIRCRAFT WAS GETTING									
PROXIMATELY 600 FEET WEST OF THE AIRSTRIP.	AS THE GROUND. AS	A RESULT	, THE AIRCRAF	I IMPA	UILD IME	KIJING I			
ROATERTEET OOD TEET WEST OF THE AIRSTRIF.									

File No 4	68 5/11/88	NAUVOO,IL	A/C Reg. No. N757ZY	Time (Lc1) - 2000 CDT
		ION WITH TERRAIN/WATER ATTERN - FINAL APPROAC		
3. DIVERTED AT	DE - NOT MAINTAINE TENTION - PILOT IN	D - PILOT IN COMMAND Command YPE of Aircraft - Pilo	DT IN COMMAND	
	NOSE OVER Approach - VFR P	ATTERN - FINAL APPROAC	сн	
Probable Cause				

is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

File No 479 5/29/88 AUROF	RA,IL	A/C Reg. No. N7	36AF	T	ime (Lcl) 	- 1110 CD1	
Basic Information Type Operating Certificate-NONE (GENER/		rcraft Damage UBSTANTIAL		Fatal	Inju Serious	ries Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	-	re IONE	Crew Pass	0 0	0 0	0 0	1 3
Aircraft Information Make/Model - CESSNA R172K Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2550 No. of Seats - 4	Number Engines	- CONTINENTAL 5 - 1 - RECIP-FUEL I - 195 HP				Activated	
Environment/Operations Information Weather Data Wx Briefing - PATWAS Method - TELEPHONE	Itinerary Last Departure MILWAUKEE,WI			Airport ON AIR	Proximity PORT		
Completeness - UNK/NR Basic Weather - VMC	Destination AURORA,IL			Airport Da AURORA	MUNI	07	
Wind Dir/Speed- 230/012 KTS Visibility - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE	ATC/Airspace Type of Flight Type of Clearar Type Apch/Lndg	nce - NONE		Runway Runway	Lth/Wid Surface	- 27 - 5099/ - CONCRETE - DRY	
Condition of Light - DAYLIGHT							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 41 Biennial Flight Revie			e - VALID t Time (He		AIVERS/LIM	TIN
PRIVATE SE LAND	Current - Months Since -		- Model-	115 33		24 Hrs - 30 Davs-	1 7
JE LAND	Aircraft Type - (wment-	0		0 Days-	22

Instrument Rating(s) - NONE

----Narrative----

THE PILOT SAID THAT ON FINAL APCH, "A RAPID DESCENT TOOK PLACE." THE AIRCRAFT TOUCHED DOWN ON THE RWY AND BOUNCED. THE PILOT SAID HE ADDED PWR AND LOWERED THE NOSE, BUT THE NOSE GEAR AND PROPELLER HIT THE RWY. THE ACFT BOUNCED AGAIN AND SUSTAINED SUBSTANTIAL DAMAGE.

File No 479 5/29/88 AURORA,IL	A/C Reg. No. N736AF	Time (Lcl) - 1110 CDT
Occurrence #1 HARD LANDING Phase of Operation LANDING - FLARE/TOUCHDOWN	с. С	
Finding(s) 1. FLARE - IMPROPER - PILOT IN COMMAND 2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND)	
Probable Cause		

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

Basic Information						
Type Operating Certificate-NONE (GENERAL				Injur		
	SUBSTANT		Fatal	Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	NONE	Pass	0	0	0	.0
Aircraft Information				· ÷ • • • • • • • • • • • • • • • • • •		
Make/Model - CESSNA 150M	Eng Make/Model - CONTI	NENTAL 0-200-A	FLT	Installed/A	ctivated -	YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1			tall Warnin		
Max Gross Wt - 1600	Engine Type - RECIE	ROCATING-CARBURE			3 - ,	
No. of Seats - 2	Rated Power - 10					
Environment/Operations Information	-					
Weather Data	Itinerary		Airport F			
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AIF	RPORT/STRIP		
Method - N/A	BRAZIL, IN					
Completeness - N/A	Destination		Airport Da	ata		
Basic Weather - VMC	FRENCH LICK, IN		Durana	Talama	N1 / A	
Wind Dir/Speed- 225/005 KTS Visibility - 15.0 SM	170/11:0000			-	N/A	
	ATC/Airspace			Lth/Wid -	•	
· · · · · · · · · · · · · · · · · · ·	Type of Flight Plan - N			Surface -		
	Type of Clearance - N		Runway	Status -	DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg - f					
	F	RECAUTIONARY LAN	JING			
Condition of Light - DUSK						
Personnel Information						
	qe - 35. Me	dical Certificate		MEDICAL-WA	TVERS/LIMI	т
	iennial Flight Review		t Time (Ho		202007 22002	•
STUDENT	Current - N/A	Total -	39		Hrs -	2
	Months Since - N/A	Make/Model-			Days- UNK	
	Aircraft Type - N/A	Instrument-	13	Last 90	Days-	2

Instrument Rating(s) - NONE

----Narrative----

N66452, COLLIDED WITH A STREET SIGNPOST AT THE CRANE NAVAL DEPOT, CRANE, IN, DURING LANDING ROLL AFTER A PRECAUTIONARY EMERGENCY LANDING. THE RIGHT WING OF THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED. THE STUDENT WAS ON THE RETURN LEG OF A TWO-LEG SOLO CROSS COUNTRY FLIGHT. HE BECAME LOST DURING THE FLIGHT, AND DECIDED TO EXECUTE A PRECAUTIONARY LANDING DUE TO LOW FUEL AND IMPENDING DARKNESS.

File No. - 483 3/01/88 CRANE, IN A/C Reg. No. N66452 Time (Lc1) - 1904 EST ON GROUND COLLISION WITH OBJECT Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. TERRAIN CONDITION - ROADWAY/HIGHWAY 2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND 3. LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND 4. LIGHT CONDITION - DUSK 5. FLUID, FUEL - LOW LEVEL 6. OBJECT - SIGN 7. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 8. 9. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND INADEQUATE TRAINING - FLIGHT INSTRUCTOR(ON GROUND) 10. ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,8,10

Basic Information				_ .		
Type Operating Certificate-NONE (GENERAL		ft Damage ANTIAL	Fatal	Injur Serious		None
Type of Operation -PERSONAL	Fire	Crew		0	M11101- O	None 1
Flight Conducted Under -14 CFR 91		Pass	-	ŏ	ŏ	ò
Accident Occurred During -GO-AROUND (VI				-		
Aircraft Information						
Make/Model - PIPER PA-28-140	Eng Make/Model - L	YCOMING 0-320-E2A	ELT	Installed/#	ctivated ·	- YES/NC
Landing Gear - TRICYCLE-FIXED	Number Engines -			Stall Warnir	ng System [.]	- YES
Max Gross Wt - 2150		ECIPROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Power -	150 HP				
Environment/Operations Information						
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Poin	t	ON AIR	PORT		
Method - N/A	LANSING, IL					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	SAME AS ACC/INC			ILLAGE	40	
Wind Dir/Speed- 360/003 KTS Visibility - 7.0 SM	ATC/Airspace				· 18 · 2480/ ·	150
Lowest Sky/Clouds - CLEAR					GRASS/TUR	
Lowest Ceiling - NONE	Type of Clearance					
Obstructions to Vision- NONE	Type Apch/Lndg		,	• • • • • • • •		
Precipitation - NONE		FULL STOP				
Condition of Light - DAYLIGHT						
Personnel Information						
	Age - 68	Medical Certifica			IVERS/LIM	(T
Certificate(s)/Rating(s)	Biennial Flight Review		ht Time (H			
PRIVATE	Current - YES	Total -	311	Last 24		1
SE LAND	Months Since - 7 Aircraft Type - PA-28	Make/Model-	311	Last 30) Days- UN⊧) Days-	11
	All chart Type - PA-28	Instrument-	U	Last 90	Days-	11

----Narrative----

THE PILOT HAD LANDED LONG AND, REALIZING HE WOULD NOT STOP BEFORE RUNNING OFF THE RUNWAY, ATTEMPTED A GO-AROUND. THE PILOT STATED HE HAD ONE NOTCH OF FLAPS DOWN, APPROXIMATELY 10 DEGREES, AND AFTER ADDING FULL POWER ATTEMPTED TO LIFT-OFF. THE AIRCRAFT RAN OFF THE END OF THE RUNWAY, COLLIDED WITH A FENCE, AND CAME TO REST IN AN OPEN FIELD.

File No 410	5/05/88 LAKE	VILLAGE, IN	A/C Reg. No. N55552	Time (Lc1) - 1900 EDT	
Occurrence #1 OVERF Phase of Operation LANDI	RUN ING - ABORTED	·			
Finding(s) 1. OBJECT - FENCE 2. PROPER TOUCHDOWN POJ 3. GO-AROUND - DELAYED - 4. DISTANCE - MISJUDGED - 5. AIRSPEED - IMPROPER -	PILOT IN COMMAND PILOT IN COMMAND	PILOT IN COMMAND		,	
Probable Cause					
The National Transportation is/are finding(s) .3,4,5	Safety Board det	ermines that the Pro	obable Cause(s) of this accide	ent	

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information Type Operating Certificate-NONE ((GENERAL AVIATION)	Aircraft Damage			Injur	ies	
		DESTROYED		Fatal			None
Type of Operation -PERSON/		Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR	91	NONE	Pass	0	· O	0	0
Accident Occurred During -CRUISE							
Aircraft Information					·		
Make/Model - CESSNA 150K		Model - CONTINENTAL	0-200-A				
Landing Gear - TRICYCLE-FIXED		gines - 1			tall Warnir	ng System	- YES
Max Gross Wt - 1600		pe - RECIPROCATI	NG-CARBURE	TOR			
No. of Seats - 2	Rated Pow	er - 100 HP _.					
Environment/Operations Information-							
Veather Data	Itinerary			Airport F			
Wx Briefing - NO RECORD OF BR				OFF AIF	RPORT/STRIF	•	
Method - N/A	LANSING,						
Completeness - N/A	Destination			Airport Da	ata		
Basic Weather - VMC	LOCAL				-		
Wind Dir/Speed- 240/008 KTS						N/A	
Visibility - 7.0 SM Lowest Sky/Clouds - 20000 F ⁻	ATC/Airspace				Lth/Wid - Surface -		
Lowest Ceiling - NONE		earance - NONE			Status -		
Obstructions to Vision- NONE		Lndg - NONE		Kullway	Status	N/A	
Precipitation - NONE							
Condition of Light - DAYLIGH	ŕ						
Personnel Information							
Pilot-In-Command	Age - 31 Biennial Flight I	Medical (Certificate	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight	Review		t Time (Ho			
PRIVATE	Current	- YES Tota	1 –	128	Last 24		1
SE LAND	Months Since	- 13 Make, e - C-172 Insti	/Model-	88	Last 30) Days-	1
	Aircraft Type	e - C-172 Insti	rument-	2	Last 90) Days-	2
Instrument Rating(s) - NONE							
• • •							
Narrative E ON THE RETURN LEG OF A LOCAL FLIGH							

UNNOTICED GRADUAL DESCENT, STRUCK THE WATER AND SANK.

File No 476 5/27/88 GARY, IN	A/C Reg. No. N5658G	Time (Lc1) - 1105 CDT
Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT		
Finding(s) 1. TERRAIN CONDITION - WATER 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND 3. DESCENT - INADVERTENT - PILOT IN COMMAND 4. DIVERTED ATTENTION - PILOT IN COMMAND 5. LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND		
Probable Cause		

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5

Type Operating Certificate-AIR CARRIER Name of Carrier -TRANS WORLD Type of Operation -SCHEDULED,D Flight Conducted Under -14 CFR 121 Accident Occurred During -CRUISE 	AIRLINES, INC NONE OMESTIC,PASSENGER Fire NONE		Fatal Crew O Pass O		Minor 1	None 5	
Accident Occurred During -CRUISE Aircraft Information Make/Model - DOUGLAS DC-9-82 Landing Gear - TRICYCLE-RETRACTABLE					1		
Accident Occurred During -CRUISE Aircraft Information Make/Model - DOUGLAS DC-9-82 Landing Gear - TRICYCLE-RETRACTABLE			Pass 0	1			
Accident Occurred During -CRUISE Aircraft Information Make/Model - DOUGLAS DC-9-82 Landing Gear - TRICYCLE-RETRACTABLE					0		
Make/Model - DOUGLAS DC-9-82 Landing Gear - TRICYCLE-RETRACTABLE							
Landing Gear - TRICYCLE-RETRACTABLE							
	Eng Make/Model - P&		EL	T Installed/#			
	Number Engines - 2			Stall Warnir	ıg System	- YES	
No. of Seats - 150	Engine Type - Tl		r -				
NO. OF SEATS - 150	Rated Power - 2	0850 LBS THRUS	 				
nvironment/Operations Information	• •		• • •				
Veather Data Wx Briefing - COMPANY	Itinerary			t Proximity AIRPORT/STRIF	、		
Method - IN PERSON	Last Departure Point ST LOUIS.MO		UFF	AIRPURI/SIRIF			
Completeness - FULL	Destination		Airport	Data			
Basic Weather - IMC	FORT MYERS, FL		Anport	bata			
Wind Dir/Speed- 080/008 KTS			Runw	ay Ident -	- N/A		
Visibility - 4.000 SM	ATC/Airspace	Runway Lth/Wid - N/A					
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan						
Lowest Ceiling - 800 FT BRO			Runw	ay Status -	- N/A		
Obstructions to Vision- FOG	Type Apch/Lndg	- NONE					
Precipitation - RAIN							
Condition of Light - DAYLIGHT							
Personnel Information	A	Madical Casti					
Pilot-In-Command Age ~ 54 Certificate(s)/Rating(s) Biennial Flight Rev		Medical Certi	icate - VALID MEDICAL-WAIVERS/LIMIT light Time (Hours) - 7966 Last 24 Hrs - UNK/NR - 2935 Last 30 Days- UNK/NR				
ATP	Current - YES	Total	- 7966	last 24	1 Hrs - UN	K/NR	
MELAND	Months Since - 2	Make/Mode	1- 2935	Last 30) Davs- UN	K/NR	
	Aircraft Type - UNK/N	Instrumen	t- UNK/NR	Last 90	Days- UN	K/NR	
		Multi-Eng	- UNK/NR	Rotorc	raft - UN	K/NR	
Instrument Rating(s) - AIRPLANE							
Narrative CAPT LEFT THE SEAT BELT SIGN ON AFTER TA							

TO ASSIST HER WERE THROWN TO THE FLOOR AND RECEIVED INJURIES.

 File No. - 566
 1/19/88
 HICKMAN,KY
 A/C Reg. No. N915TW
 Time (Lcl) - 1307 EST

 Occurrence #1
 IN FLIGHT ENCOUNTER WITH WEATHER
 Phase of Operation
 CRUISE - NORMAL

 Finding(s)
 1. SEAT BELT SIGN - SELECTED - PILOT IN COMMAND
 2. INSTRUCTIONS,WRITTEN/VERBAL - NOT FOLLOWED - PASSENGER

 3. WEATHER CONDITION - TURBULENCE
 4. SEAT BELT - IMPROPER USE OF - PASSENGER

 ----Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 3

File No 449 3/04/88 B	DW,KY	A/C Reg. No. N	2929R	Time (Lc1) - 2015 CDT			
Basic Information Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injur Serious	ies Minor	None	
Type of Operation -BUSINESS Flight Conducted Under -14 CFR 9 Accident Occurred During -DESCENT	1	Fire ON GROUND	Crew 1 Pass 1	0 0	0 0	0 0	
-Aircraft Information Make/Model - BEECH A36 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 3600 No. of Seats - 6	Number Engi	- RECIP-FUEL		Installed/A Stall Warnir			
-Environment/Operations Information				Da			
Weather Data	Itinerary			Proximity			
Wx Briefing - FSS Method - TELEPHONE	Last Departu ISLIP.NY	re Point	UFF A	IRPORT/STRIF	•		
Completeness - UNK/NR	Destination		Airport	Nata			
Basic Weather - VMC	NASHVILLE,	TN		Data			
Wind Dir/Speed- 340/010 KTS	NASHVILLE,		Runwa	y Ident -	- N/A		
Visibility - 4.000 SM	ATC/Airspace				• N/A		
Lowest Sky/Clouds - UNK/NR	· ·	ht Plan - IFR			- N/A		
	VERCAST Type of Clea				- N/A		
Obstructions to Vision- FOG Precipitation - UNK/NR Condition of Light - NIGHT(DAR		dg - NONE					
-Personnel Information							
Pilot-In-Command	Age - 51		Certificate - VALI		IVERS/LIM	IT	
Certificate(s)/Rating(s)	Biennial Flight Re		Flight Time (
PRIVATE			1 - 1100		Hrs - UN	-	
SE LAND	Months Since Aircraft Type	- UNK/NK Make, - UNK/NR Inst	/Model- UNK/NR rument- UNK/NR	Last 30) Days- UN) Days- UN		

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT HAD RECEIVED TWO WEATHER BRIEFINGS. IN BOTH, HE WAS ADVISED OF FORECAST AND KNOWN ICING CONDITIONS. THE PILOT REPORTED ICE BUILD-UP TO ATC. AFTERWARD HE REQUESTED NO FURTHER ASSISTANCE FROM ATC TO LOCATE A SUITABLE LANDING AREA. WRECKAGE EXAMINATION FAILED TO DISCLOSE ANY AIRPLANE PROBLEM. THE WEATHER AT THE DESTINATION AIRPORT WAS VMC WITH TEMPERATURE 37 DEGREES FAHRENHEIT.

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File No 44	9 3/04/88	BOW,KY		A/C Reg.	No. N2929R	Time (Lc1) - 2015 CDT
Occurrence #1 Phase of Operation		ER WITH WEATHER				
inding(s) 1. WEATHER CONDITIO 2. WEATHER EVALUATI 3. FLIGHT INTO KNOW 4. IN-FLIGHT PLANNI	ON - INADEQUATE - N ADVERSE WEATHER	PILOT IN COMMAN - CONTINUED - P	ILOT IN COMMAN	ND		
Occurrence #2 Phase of Operation		IN FLIGHT				
inding(s) 5. WING - ICE						
CCURRENCE #3 Thase of Operation 6. OBJECT - TREE(S)	DESCENT - UNCONTR		/WATER		•	
Probable Cause						
he National Transpor s/are finding(s) 2,3		d determines th	at the Probabl	e Cause	(s) of this ac	cident
actor(s) relating to	this accident is/	are finding(s)	1,4			

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

	CONNING,MI	A/C Reg. N			ime (Lcl) -				
Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)			Aircraft Damage SUBSTANTIAL			Injuries Fatal Serious Minor No			
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Crew Pass	0	0 0	0 0	1 1		
-Aircraft Information Make/Model - CESSNA 150K Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Number E	/Model - CONTINE ingines - 1 ype - RECIPRO wer - 100	CATING-CARBURE	S	Installed/# tall Warnir				
Environment/Operations Information									
Weather Data Wx Briefing - FSS Method - TELEPHONE		rture Point APIDS, M I		Airport ON AIR	Proximity PORT				
Completeness - UNK/NR Basic Weather - VMC	Destinatio			Airport Da GROSS	ata				
Wind Dir/Speed- 230/014 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of F Type of C	ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - STRAIGHT-IN			Runway Ident - 27 Runway Lth/Wid - 2530/ 100 Runway Surface - GRASS/TURF Runway Status - DRY IN				
Precipitation - NONE Condition of Light - DAYLIGHT		GO	AROUND						
Personnel Information									
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>	Age - 37 Biennial Flight		cal Certificato Fligh	e – VALID t Time (H		WAIVERS/	LIMIT		
PRIVATE	Current	- YES	Total -	80	Last 24		<u>1</u>		
SE LAND			Make/Model- Instrument-		Last 30 Last 90) Days- UN	K/NR 20		

Instrument Rating(s) - NONE

----Narrative----

THE AIRPLANE COLLIDED WITH A HANGAR AND A TREE DURING AN ATTEMPTED GO-AROUND AT GROSS AIRPORT. THE PILOT STATED THAT HE FLARED TOO HIGH AND FAILED TO CORRECT THE LEFT YAW WHEN HE ADDED POWER. THE RESULTANT FLIGHT PATH WAS DIRECTLY INTO TREES WHICH HE FELT HE WOULD NOT HAVE CLEARED, SO HE PUSHED THE NOSE OVER, IMPACTED THE GROUND COLLAPSING THE NOSE GEAR, AND SLID 20 TO 30 FEET. THE LEFT WING STRUCK THE CORNER OF A HANGAR, AND THE RIGHT WING STRUCK A TREE.

4/17/88 File No. - 469 PINCONNING.MI A/C Reg. No. N6126G Time (Lc1) - 0830 EDT Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation GO-AROUND (VFR) Finding(s) 1. FLARE - IMPROPER - PILOT IN COMMAND 2. RUDDER - IMPROPER USE OF - PILOT IN COMMAND LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND З. 4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND 5. GO-AROUND - DELAYED - PILOT IN COMMAND 6. MANEUVER - INTENTIONAL - PILOT IN COMMAND 7. OBJECT - TREE(S) _____ _____ Occurrence #2 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING Finding(s) 8. OBJECT - BUILDING(NONRESIDENTIAL) _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,4,5,6

Factor(s) relating to this accident is/are finding(s) 2,3,7

	Brief	of Accident					
File No 475 5/07/88 SA	ULT STE MARIE,MI	A/C Reg. No.	N15372	т	ime (Lcl) -	0930	EDT
asic Information							
Type Operating Certificate-NONE (GEN	IERAL AVIATION)	Aircraft Damage			Injur		
Type of Operation -INSTRUCT		SUBSTANTIAL	0	Fatal	Serious		
Flight Conducted Under -14 CFR 91		Fire NONE	Crew Pass	0	0	0	
Accident Occurred During -TAXI - TC		NONL	F 433	Ū	Ū	U	0
<pre>\ircraft Information</pre>							
Make/Model - PIPER PA-28-140	Eng Make	/Model - LYCOMING O	-320-E3D	ELT	Installed/A	ctivate	ed - YES/NO
Landing Gear - TRICYCLE-FIXED		ngines - 1			tall Warnin	g Syste	em - YES
Max Gross Wt - 2150	Engine T	21	ING-CARBURE	OR			
No. of Seats - 4	Rated Po	wer - 150 HP					
nvironment/Operations Information							
eather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEF		rture Point		ON AIR			
Method - N/A	SAME AS	ACC/INC					
Completeness - N/A	Destinatio	n	4	Airport D			
Basic Weather - VMC	LOCAL				STE MARIE M		
Wind Dir/Speed- 140/014 KTS							
Visibility - 20.0 SM	ATC/Airspac				Lth/Wid -		
	HIN OVC Type of F				Surface -		LI
Lowest Ceiling - NONE Obstructions to Vision- NONE		learance - NONE		Runway	Status -	DRY	
	Type Apch	/Lndg - NONE					
Precipitation - NONE Condition of Light - DAYLIGHT							
ersonnel Information							/
Pilot-In-Command	Age - 40		Certificate			WAIVE	RS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight			t Time (H		11	0
STUDENT	Current Months Sinc		al – e/Model–	33 32	Last 24		
	Aircraft Ty	e = n/A Mak	e/model- trument-	32	Last 30 Last 90		
	Ancrait Ty			U		Days-	0
$I_{\text{Dottrymont}}$ $I_{\text{Dottrymont}}$ $I_{\text{Dottrymont}}$							
Instrument Rating(s) - NONE							

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----Narrative----

DURING TAXI FOR TAKE-OFF, THE STUDENT PILOT ATTEMPTED TO APPLY BRAKES AS HE NEARED THE END OF THE RUNWAY. AS THE AIRCRAFT VEERED TO THE LEFT, HE NOTED THAT HIS RIGHT FOOT WAS NOT ON THE BRAKE PEDAL. THE AIRCRAFT LEFT THE TAXIWAY AND STRUCK A FIRE HYDRANT, SUSTAINING SUBSTANTIAL DAMAGE.

File No 475	5/07/88	SAULT STE MARIE,MI	A/C Reg. No. N15372	Time (Lc1) - 0930 EDT
Occurrence #1 Phase of Operation				
Finding(s)	TAXI - TO TAREOF	·		
2. BRAKES(NORMAL) - 3. INATTENTIVE -				
Occurrence #2 Phase of Operation	-	-		· · · · · · · · · · · · · · · · · · ·
Probable Cause			· · · · · · · · · · · · · · · · · · ·	
The National Transport	ation Safety Boa	rd determines that the Pr	obable Cause(s) of this accide	ent

The National Transportation Safety Boar is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

File No. - 407 5/26/88 PLAINWELL,MI A/C Reg. No. N20389 Time (Lc1) - 2200 EDT _____ ----Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries SUBSTANTIAL Fatal Serious Minor None Type of Operation -PERSONAL Fire Crew 0 0 0 1 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -LANDING - FLARE/TOUCHDOWN ---------Aircraft Information----Eng Make/Model - LYCOMING 0-320-E2D Make/Model - CESSNA 172M ELT Installed/Activated - YES/NO Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Max Gross Wt - 2300 Engine Type - RECIPROCATING-CARBURETOR No. of Seats -4 Rated Power - 150 HP Environment/Operations Information----Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING ON AIRPORT Last Departure Point SAME AS ACC/INC Method - N/A Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL OSTEGO-PLAINWELL MUNI Wind Dir/Speed- 240/007 KTS Runway Ident - UNK/NR Runway Lth/Wid - UNK/NR Visibility - 20.0 SM ATC/Airspace Lowest Sky/Clouds - 20000 FT SCATTERED Type of Flight Plan - NONE Runway Surface - UNK/NR NONE Type of Clearance - NONE Lowest Ceiling -Runway Status - DRY Obstructions to Vision- NONE Type Apch/Lndg - FULL STOP Precipitation - NONE Condition of Light - NIGHT(DARK) ---Personnel Information----Pilot-In-Command Age – UNK/NR Medical Certificate - UNK/NR Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) Current - UNK/NR LOTAL - UNK/NR Months Since - UNK/NR Make/Model- UNK/NR Aircraft Type - UNK/NR Instrument- UNK/NR Multi-Eng - UNK/NR Total - UNK/NR UNK/NR Last 24 Hrs - UNK/NR Last 30 Days- UNK/NR Last 90 Days- UNK/NR Multi-Eng - UNK/NR Rotorcraft - UNK/NR Instrument Rating(s) - UNK/NR ----Narrative----DURING AN UNAUTHORIZED FLIGHT OF UNKNOWN DURATION, BY PERSON(S) UNKNOWN, AIRCRAFT CONTROL WAS NOT MAINTAINED. THE AIRCRAFT WAS OBSERVED BY A WITNESS TO "WOBBLE" AS IT APPROACHED THE RUNWAY. THE WITNESS THEN SAW THE AIRCRAFT "CRASH" INTO THE GRASS AT THE LEFT SIDE OF THE APPROACH END OF THE RUNWAY. THE PILOT/OCCUPANT(S) OF THE AIRCRAFT HAD ABANDONED IT BY THE TIME POLICE AND THE WITNESS ARRIVED ON THE SCENE. POLICE INVESTIGATION CONTINUES. INJURY INDEX PRESUMED. _____

File No 407	5/26/88 PLAINWELL,MI	A/C Reg. No. N20389	Time (Lc1) - 2200 EDT	
	IGHT COLLISION WITH TERRAIN/WA ING - FLARE/TOUCHDOWN	NTER		
	MAINTAINED - PILOT IN COMMAND HORIZED USE - PERFORMED - PILOT			
Probable Cause				

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

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File No 474 4/28/88 MILAC/	A, MN A/C	A/C Reg. No. N6042E			1me (LC1)	- 1930 CDT	
Basic Information Type Operating Certificate-NONE (GENERAU Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	SUBS	SUBSTANTIAL			Inju Serious O O	nies Minor O O	None 1 0
Aircraft Information Make/Model - BEECH K35 Landing Gear - TAILWHEEL-ALL RETRACTABI Max Gross Wt - 2950 No. of Seats - 4	Engine Type -	1				Activated ng System	
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 280/004 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poi BRAINERD,MN Destination EDEN PRAIRIE,MN ATC/Airspace Type of Flight Pla Type of Clearance Type Apch/Lndg	n - NONE		OFF AII Airport Da MILACA Runway Runway Runway	MUNI Ident Lth/Wid Surface	P - N/A - N/A - N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND,SE SEA	Age - 67 Biennial Flight Review Current - YES Months Since - 20 Aircraft Type - UNK/	Medical Cert Total Make/Moc NR Instrume	Fligh - lel-	t Time (Ho 2056 1140	ours) Last 2 Last 3	AIVERS/LIM 4 Hrs - 30 Days- UN 90 Days-	15

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PILOT WAS IN CRUISE FLIGHT WHEN HE EXPERIENCED AN ELECTRICAL FAILURE AND DECIDED TO MAKE A PRECAUTIONARY LANDING AT THE NEAREST AIRPORT. SHORTLY AFTER THE GEAR WAS CRANKED DOWN THE AIRCRAFT LOST ENGINE POWER. THE PILOT MADE A EMERGENCY LANDING, SHORT OF THE AIRPORT, IN AN OPEN FIELD. DURING THE LANDING ROLL THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT AND THE RIGHT MAIN LANDING GEAR COLLAPSED, DAMAGING THE RIGHT WING OF THE AIRCRAFT. BOTH THE ELECTRICAL SYSTEM AND ENGINE WERE EXAMINED AND TESTED WITH NO MALFUNCTIONS OR ABNORMALITIES DISCOVERED.

Brief of Accident (Continued) 4/28/88 A/C Reg. No. N6042E File No. - 474 MILACA, MN Time (Lc1) - 1930 CDT AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation CRUISE - NORMAL Finding(s) 1. ELECTRICAL SYSTEM - FAILURE, TOTAL 2. ELECTRICAL SYSTEM - UNDETERMINED _____ Occurrence #2 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation CRUISE - NORMAL Finding(s) 3. POWERPLANT - UNDETERMINED _____ Occurrence #3 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #4 GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. LANDING GEAR, MAIN GEAR - OVERLOAD ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 4

Basic Information Type Operating Certificate-NONE (GENER		ircraft Damage			Injur	ies	
Type operating berthindate hone (denek		SUBSTANTIAL		Fatal	Serious		None
Type of Operation -BUSINESS	F	ire	Crew	0	0		1
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	1	1
Accident Occurred During -DESCENT							
Aircraft Information	· · · · · ·						
Make/Model - HUGHES 269B		1 - LYCOMING HIO	-360-A1A				
Landing Gear - SKID	Number Engine			St	all Warnir	ng System	- NO
Max Gross Wt - 1670 No. of Seats - 3	Engine Type Rated Power	- RECIP-FUEL IN	NJECTED				
NO. OF Seats - 3	Rated Power	- 180 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport P			
Wx Briefing - NO RECORD OF BRIEFIN Method - N/A				OFF AIR	PORT/STRIF	•	
Method - N/A Completeness - N/A	BEHTEL COLLE Destination	GE, MN		Airport Da	+ 2		
Basic Weather - VMC	LOCAL			A Triport Da	la		
Wind Dir/Speed- 150/017 KTS	LOOAL			Runwa∨	Ident -	N/A	
Visibility - UNK/NR	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 4000 FT SCA					Surface -		JRF
Lowest Ceiling - 25000 FT BRO	KEN Type of Cleara	nce - NONE		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command Certificate(s)/Rating(s)	Age - 46 Biennial Flight Revi	Medical Ce		e - VALID t Time (Ho		IVERS/LIM	411
COMMERCIAL	Current -			1543		Hrs -	1
SE LAND, ME LAND, SE SEA	Months Since -	20 Make/M	Model-	542	Last 30	Days- UN	
HELICOPTER	Months Since - Aircraft Type - I	JNK/NR Instru	ument-	145	Last 90) Days-	
		Multi-	-Eng -	542 145 68	Rotorcr	aft -	661
Instrument Rating(s) - AIRPLANE							
Narrative							
PILOT WAS EXECUTING A DOWNWIND TAKEOFF,	THE WINDS REPORTEDLY G	JSTING TO 25 KNOT	TS, LOADE	D WITH TWO			
ENGERS, WHEN JUST AFTER TAKEOFF THE PILO						l	
MPTED TO EXECUTE AN AUTOROTATION, BUT DU	RING THE EMERGENCY DES	CENT THE PILOT WA	AS UNABLE	TO MAINTA	IN		
CTIONAL CONTROL. AS A RESULT THE HELICOP							

DETERMINED NOT TO BE A FACTOR IN THE ACCIDENT.

ENGINE DID REVEAL THAT A FUEL NOZZLE HAD BEEN INSTALLED IN THE AIRCRAFT'S FUEL SYSTEM WITH A RESTRICTOR MISSING BUT TO COMPENSATE FOR THE MISSING RESTRICTOR THE FUEL SERVO IDLE MIXTURE WAS SET AT A VERY LEAN SETTING. THIS WAS

5/07/88 A/C Reg. No. N9487F Time (Lc1) - 1225 CDT File No. - 500 MINNEAPOLIS, MN Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND 2. WEATHER CONDITION - TAILWIND 3. WEATHER CONDITION - GUSTS 4. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 5. AUTOROTATION - INITIATED - PILOT IN COMMAND 6. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND IN FLIGHT COLLISION WITH TERRAIN/WATER Occurrence #3 Phase of Operation DESCENT - UNCONTROLLED Finding(s) 7. TERRAIN CONDITION - GRASS 8. TERRAIN CONDITION - DOWNHILL 9. OBJECT - VEHICLE ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

Factor(s) relating to this accident is/are finding(s) 2,3,8

is/are finding(s) 1,4,6

File No 480 6/09/88	FAIRMONT, MN	A/C Reg. No. N5	A/C Reg. No. N5317K			Time (Lc1) - 1300 CDT			
Basic Information · Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injur Serious		None		
Type of Operation -INSTRUC Flight Conducted Under -14 CFR Accident Occurred During -DESCENT	91	Fire NONE	Crew Pass	0 0	0	0 0	1 0		
Aircraft Information Make/Model - CESSNA 172 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2400 No. of Seats - 4	Number E	/Model - LYCOMING D-3 ngines - 1 ype - RECIPROCATIN wer - 160 HP		S	Installed/A tall Warnin		•		
Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELETYPE Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 060/011 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 25000 FT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Depa ST. PAL Destinatio FAIRMON ATC/Airspac SCATTERED Type of F Type of C Type Apch	n IT,MN e		ON AIR Airport Da FAIRMO Runway Runway Runway Runway	ata NT MUNICIPA Ident - Lth/Wid - Surface -	20 3300/	75		
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) STUDENT	Age - 19 Biennial Flight Current Months Sinc Aircraft Ty	Review - N/A Total e - N/A Make/I	Fligh -	t Time (Ho 45	Last 24 Last 30	WAIVERS/ Hrs - UN Days- UN Days-	K/NR K/NR		

Instrument Rating(s) - NONE

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----Narrative----

THE STUDENT PILOT WAS ATTEMPTING TO LAND. JUST PRIOR TO TOUCHDOWN A GUST OF WIND PUSHED THE AIRCRAFT TO THE LEFT OF THE RUNWAY. THE PILOT WAS UNABLE TO MAINTAIN CONTROL OF THE AIRCRAFT RESULTING IN THE AIRCRAFT ENCOUNTERING A STALL AND COLLIDING WITH THE RUNWAY. THE PILOT STATED HE WAS LANDING TO THE NORTHEAST ON RUNWAY O2, BUT PROP AND SKID MARKS ON THE RUNWAY INDICATE THE PILOT WAS ATTEMPTING TO LAND THE AIRCRAFT ON RUNWAY 20. THE WINDS AT THE TIME OF THE ACCIDENT WERE FROM THE NORTHEAST AT 11 KNOTS GUSTING TO 16 KNOTS.

File No 480	6/09/88 FAIR	MONT , MN	A/C Reg. No	. N5317K	Time (Lcl) - 1300 CDT
Occurrence #1 LOS	S OF CONTROL - IN F	LIGHT			
Phase of Operation LAN					. · · · ·
Finding(s)	-				
1. WEATHER CONDITION -	TAILWIND				
2. WRONG RUNWAY - SEL	ECTED - PILOT IN CO	MMAND			
3. LACK OF TOTAL EX	PERIENCE IN TYPE OF	ERATION - PILOT I	N COMMAND		
4. WEATHER CONDITION -	GUSTS				
5. COMPENSATION FOR W	IND CONDITIONS - IN	ADEQUATE - PILOT	IN COMMAND		
6. STALL/MUSH - INADVER	TENT - PILOT IN COM	MAND			
Occurrence #3 IN	FLIGHT COLLISION WI	TH TERRAIN/WATER			
Phase of Operation DES					
Probable Cause					

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,6

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 481 6/19/88 WARRC)AD, MN	A/C Reg. N	0. N49771	Time (Lc1) - 1940 CDT				
Basic Information					. .			
Type Operating Certificate-ON-DEMAND AI		Aircraft Dam SUBSTANTIAL		Fatal	Injur		Nama	
Name of Carrier -WARROAD AIRW Type of Operation -NON SCHED,DC	MESTIC DASSENCED	Fire	Cre		Serious O	Minor O	None 1	
Flight Conducted Under -14 CFR 135	MESTIC, FASSENGER	NONE			0	-	1	
Accident Occurred During -TAXI		NUNE	Pas	5 0	0	2	•	
Aircraft Information								
Make/Model - DEHAVILLAND DHC2-MK I	Eng Make/M	odel - P&W R-9 ines - 1	85	ELI	Installed/#			
Landing Gear - FLOAT					tall Warnir	ng System	- YES	
Max Gross Wt - 5100		e - RECIPRO		RETOR				
No. of Seats - 8	Rated Powe	r - 450	HP 					
Environment/Operations Information								
Weather Data	Itinerary				Proximity			
Wx Briefing - NO RECORD OF BRIEFING	Last Depart	ure Point		OFF AI	RPORT/STRIF	>		
Method - N/A	OAK ISLAN	D, MN						
Completeness - N/A	Destination	•		Airport D	ata			
Basic Weather - VMC	SAME AS A	CC/INC		WARROA	D SEAPLANE	BASE		
Wind Dir/Speed- 310/005 KTS						N/A		
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid -			
Lowest Sky/Clouds - CLEAR		ght Plan - VFR			Surface -			
Lowest Ceiling - NONE		arance - NON			Status -		4 I M	
Obstructions to Vision- NONE		ndg - FUL			Julu			
Precipitation - NONE	Type Apolly 2		2 010					
Condition of Light - DAYLIGHT								
Personnel Information						/		
Pilot-In-Command	Age - 53	Medi	cal Certifica	ate - VALID	MEDICAL-WA	IVERS/LI	TIN	
Certificate(s)/Rating(s)	Biennial Flight R Current	eview	Flig	ght Time (H	ours)			
COMMERCIAL	Current	- YES	Total -	2771	Last 24	Hrs -		
SE LAND, SE SEA	Months Since	- 1 - UNK/NR	Make/Model-	42	Last 30) Days- Ul		
HELICOPTER	Aircraft Type	- UNK/NR	Instrument-	34) Days-		
					Rotorcr	aft -	93	
Instrument Rating(s) - NONE								
Narrative								
IE PILOT DECIDED TO LAND IN THE LAKE APPROXI								
TEP-TAXI BACK TO THE BASE WHEN THE ACFT STRU								
ERE HE THOUGHT THE WATER WAS DEEP ENOUGH TO								
TICE THE SAND BAR PRIOR TO BEGINNING HIS TA	XI. AFTER THE AIRC	RAFT STRUCK TH	E SAND BAR I	T NOSED OVE	R TO AN INV	/ERTED		
TITUDE IN THE WATER.								

File No 4	81 6/19/88	WARROAD, MN	A/C Reg. No. N49771	Time (Lcl) - 1940 CDT
Occurrence #1 Phase of Operation	ON GROUND COLLISI TAXI - FROM LANDI	-	R	
Finding(s) 1. TERRAIN CONDITIO 2. UNSUITABLE TE	-	PILOT IN COMMAND		
Occurrence #2 Phase of Operation	-	NG		
Probable Cause	-			
The National Transpo is/are finding(s) 2	rtation Safety Board	d determines that th	ne Probable Cause(s) of this acc	ident

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 492 2/21/88 NIXA,MO	A/C Reg	A/C Reg. No. N7735			Time (Lc1) - 1400 CST			
-Basic Information Type Operating Certificate-NONE (GENERAL .	AVIATION) Aircraft DESTROY	-	Fatal	Injur Serious	Injuries ious Minor No			
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	Fire ON GROUN	Crew	1 0	0 0	0 0	0		
Aircraft Information Make/Model - BELL 47D1 Landing Gear - SKID Max Gross Wt - 2200 No. of Seats - 3	Eng Make/Model - FRAM Number Engines - 1 Engine Type - REC Rated Power - 2		S	Installed/A tall Warnin		•		
Environment/Operations Information								
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure Point SAME AS ACC/INC		Airport ON AIR	Proximity STRIP				
Completeness - N/A	Destination		Airport Da					
Basic Weather - VMC Wind Dir/Speed- 250/013 KTS	LOCAL			E STRIP Ident -	UNK/NR			
Visibility - 15.0 SM	ATC/Airspace				2600/	150		
	RED Type of Flight Plan -	NONE		•	GRASS/TU			
Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Clearance - Type Apch/Lndg -	NONE NONE	Runway	Status -	SOFT			
Personnel Information	• • • • • • • • • • • • • • • • • • •							
	ge - 24 M iennial Flight Review	ledical Certificat Fligh	e – VALID t Time (H		WAIVERS/	LIMIT		
COMMERCIAL.CFI	Current - UNK/NR		900		Hrs - UN	K/NR		
SE LAND	Months Since - UNK/NR	Make/Model- UN		Last 30	Days- UN	K/NR		
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UN	K/NR	Last 90	Days- UN			
		Multi-Eng - UN	K/NR	Rotorcr	aft - UN	K/NR		

Instrument Rating(s) - HELICOPTER

----Narrative----

DURING THE PROCESS OF MOVING THE HELICOPTER FROM THE HANGAR THE RIGHT SKID SLIPPED OFF THE CONCRETE HELIPAD AND BECAME STUCK IN THE MUD. THE PILOT ATTEMPTED TO DISLODGE THE SKID BY BRINGING THE AIRCRAFT TO A HOVER. THE LEFT SKID BECAME AIRBORNE AND CONTACTED THE PAD SEVERAL TIMES ACCORDING TO A WITNESS. AS THE SKID BECAME DISLODGED THE PILOT LOST CONTROL OF THE AIRCRAFT, THE AIRCRAFT ROLLED AND CONTACTED THE TERRAIN. THE AIRCRAFT CAME TO REST ON ITS RIGHT SIDE. THE AIRCRAFT WAS DESTROYED BY IMPACT AND POST-IMPACT FIRE.

File No 492 2/21/88 NIXA,MO	A/C Reg. No. N7735	Time (Lcl) - 1400 CST
Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF		
Finding(s) 1. LANDING GEAR,SKID ASSEMBLY - MOVEMENT RESTRICTED 2. JUDGEMENT - POOR - PILOT IN COMMAND 3. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMM 4. VERTICAL TAKEOFF - IMPROPER - PILOT IN COMMAND		
Occurrence #2 ROLL OVER Phase of Operation DESCENT - UNCONTROLLED		
Probable Cause		
The National Transportation Safety Board determines is/are finding(s) 2,4	that the Probable Cause(s) of this accid	lent

Factor(s) relating to this accident is/are finding(s) 1,3

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National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 598 3/25/88 P 		Reg. No. N4712D		ime (Lc1) -		
Type Operating Certificate-NONE (GE		aft Damage		Injur		
		TANTIAL	Fatal			None
Type of Operation -INSTRUCT Flight Conducted Under -14 CFR 9		Crev Pass		0	0	1
Accident Occurred During -LANDING		ras:		Ū	•	U U
Make/Model - CESSNA 152		LYCOMING 0-235-L2C		Installed/#		
Landing Gear - TRICYCLE-FIXED				tall Warnir	ng System ·	- YES
Max Gross Wt - 1670		RECIPROCATING-CARBUR	RETOR			
No. of Seats - 2	Rated Power -	110 HP				
-Environment/Operations Information	-					
Weather Data	Itinerary			Proximity		
Wx Briefing - FSS	Last Departure Poi		OFF AI	RPORT/STRIF		
Method - TELEPHONE Completeness - UNK/NR	COLUMBIA, MO					
	Destination		Airport D	ata		
Basic Weather - VMC	SPRINGFIELD, MO		Dunuay	Idont	N/A	
Wind Dir/Speed- 240/012 KTS Visibility - 15.0 SM	ATC/Airspace			Ident - Lth/Wid -		
Lowest Sky/Clouds - 4500 FT		n - VER				
Lowest Ceiling - NONE	Type of Clearance	~ VFR				
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING		0.000	2	
Precipitation - NONE	·) popo, c g					
Condition of Light - DAYLIGHT						
Pilot-In-Command	Age - 29	Medical Certifica	ate - VALID	MEDICAL-NO	WAIVERS/	IMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flig	ght Time (H			
STUDENT	Current - N/A Months Since - N/A	Total -	40	Last 24	Hrs -	-
	Months Since - N/A	Make/Model-	40	Last 30) Days- UN	
	Aircraft Type - N/A	Instrument-	1	Last 90) Days-	2
Instrument Rating(s) - NONE						
-Narrative						

REVEALED THAT NO FUEL WAS PRESENT. THE PILOT DEPARTED THE ORIGINAL DEPARTURE ARPT WITHOUT A FULL LOAD OF FUEL, AND HAD PLANNED TO ACQUIRE FUEL AT THE SECOND OF TWO PLANNED STOPS. THE PILOT STATED HE VISUALLY CHKD FUEL BEFORE COMMENCING THE FLT, BUT THAT HE DID NOT CONFIRM IF THE FUEL QUANTITY PRESENT IN THE TANKS WAS SUFFICIENT FOR THE PROPOSED TRNG FLT. THE ACFT CRASHED INTO A FLD 40 MILES SHORT OF HIS PROPOSED FUELING STOP.

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File No 5	98 3/25/88	PRESTON, MO	A/C Reg. No. N4712D	Time (Lc1) - 1440 CST
Occurrence #1 Phase of Operation		OWER(TOTAL) - NON-M	ECHANICAL	
Finding(s) 1. FLUID,FUEL - EX 2. PREFLIGHT PLA 3. REFUELING - DEL	NNING/PREPARATION		T IN COMMAND	
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation		ION WITH TERRAIN/WA	TER	
Finding(s) 4. TERRAIN CONDITIO	DN - ROUGH/UNEVEN			
Probable Cause				
The National Transpo is/are finding(s) 1,		rd determines that	the Probable Cause(s) of this accide	ent

Factor(s) relating to this accident is/are finding(s) 3

File No 511 6/12/88 CAR	THAGE,MS A/C R	eg. No. N50945	T 	Time (Lcl) - 1928 CDT			
-Basic Information Type Operating Certificate-NONE (GENE	PAL AVIATION) Aircraf	t Damage		Tniun	ios		
Type operating certificate None (dene	SUBSTA		Injuries Fatal Serious Minor			r None	
Type of Operation -PERSONAL	Fire	Crew	0	0	0		
Flight Conducted Under -14 CFR 91	NONE	Pass	ő	· 0	ő	-	
Accident Occurred During -APPROACH	NONE	1 4 3 3	Ŭ	U U	Ŭ	v	
Make/Model - CESSNA 150J	Eng Make/Model - CO	NTINENTAL 0-200-A	ELT	Installed/A	ctivat	ed - YES/YE	
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		S	tall Warnir	g Syste	em – YES	
Max Gross Wt - 1600	Engine Type - RE	CIPROCATING-CARBUR	ETOR				
No. of Seats - 2	Rated Power -	100 HP					
-Environment/Operations Information							
Weather Data	Itinerary		Airport	Proximity			
Wx Briefing - NO RECORD OF BRIEFI				RPORT/STRIP			
Method - N/A	SAME AS ACC/INC		OIT AI	KI OKI / SINI			
Completeness - N/A	Destination		Airport D	ata			
Basic Weather - VMC	LOCAL			ata			
Wind Dir/Speed- 120/007 KTS	EGCAE		Punway	Ident -	N/A		
Visibility - 7.0 SM	ATC/Airspace				N/A		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -			
Lowest Ceiling - NONE	Type of Clearance			Status -			
Obstructions to Vision- NONE		- STRAIGHT-IN	Kuliway	Jialus	IN/ A		
Precipitation - NONE	Type Apen/Endg	FULL STOP					
Condition of Light - DAYLIGHT		FULL STOP					
-Personnel Information Pilot-In-Command	Age - 58	Medical Certifica	te - EXPIR	ED			
Certificate(s)/Rating(s)	Age - 58 Biennial Flight Review	Fliat	nt Time (H				
PRIVATE	Current - NO	Total -			Hrs -	UNK/NR	
SE LAND	Months Since - UNK/NR			Last 30	Days-	UNK/NR	
	Aircraft Type - UNK/NR	· · · · · · · · · ·		Last 90			
					-		
Instrument Rating(s) - NONE							

WHILE ON A PERSONAL FLT, DURING THE UPWIND LEG AFTER COMPLETION OF THE SECOND TOUCH-AND-GO LANDING, THE PLT REPORTED THAT THE ENG SPUTTERED. HE THEN TURNED CROSSWIND & ATTEMPTED TO LAND ON A SECTION OF ROAD UNDER CONSTRUCTION. SHORTLY BEFORE TOUCHDOWN A VEHICLE PULLED ONTO THE ROAD. THE PLT ADDED FULL POWER & STARTED TO CLIMB WHEN THE ACFT COLLIDED WITH UNMARKED TRANSMISSION LINES. HE THEN LANDED THE ACFT ON THE ROAD WITH NO FURTHER INCIDENT. HE ALSO STATED THAT THE ENG OPERATED NORMALLY AFTER ADDING FULL POWER. NO MALFUNCTIONS WERE NOTED FOR ENGINE OPERATION. HOWEVER, THE ACFT WAS USING AUTO FUEL AND THE OUTSIDE TEMP WAS NEAR 85 DEGREES.

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6/12/88 A/C Reg. No. N50945 File No. - 511 CARTHAGE, MS Time (Lcl) - 1928 CDT _ _ _ _ _ _ _ _ _ _ Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID, FUEL - STARVATION 2. FUEL SYSTEM - OVERTEMPERATURE 3. ACFT/EQUIP, INADEQUATE HANDLING/PERF CAPABILITIES - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation GO-AROUND (VFR) Finding(s) 4. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND 5. OBJECT - VEHICLE 6. OBJECT - WIRE, TRANSMISSION 7. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,7

File No 418 6/15/88	A/C Reg. No	. N73947	Time (Lcl) - 0710 CDT				
Basic Information							
Type Operating Certificate-AGR	ICULTURAL AIRCRAFT	Aircraft Dama	ge		Injur	ies	
		SUBSTANTIAL	-	Fatal	Serious	Minor	None
Type of Operation -AER	IAL APPLICATION	Fire	Crew	0	1	0	0
Flight Conducted Under -14 Accident Occurred During -DES		NONE	Pass	0	0	0	0
Aircraft Information							
Make/Mode1 - BELL 47G3B-1	Eng	Make/Model - LYCOMING	TVO-435-B1B	ELT :	Installed/A	ctivated	- NO -N/
Landing Gear - SKID		er Engines – 1			tall Warnin	g System	- NO
Max Gross Wt - 2950	-	ne Type - RECIPROC		FOR			
No. of Seats - 2	Rate	d Power - 270 H	P				
-Environment/Operations Informati							
Weather Data	Itinera	•			Proximity		
W× Briefing - NO RECORD OF		Departure Point		UFF AIL	RPORT/STRIP		
Method - N/A		E AS ACC/INC					
Completeness - N/A	Destin		,	Airport Da	ата		
Basic Weather - VMC	LOC	AL		_	- • •		
Wind Dir/Speed- CALM						N/A	
Visibility - 4.000 SM					Lth/Wid -	•	
Lowest Sky/Clouds - 2500					Surface -	•	
Lowest Ceiling - NONE		of Clearance - NONE		Runway	Status -	N/A	
Obstructions to Vision- HAZE	·) [= -	Apch/Lndg - NONE					
Precipitation - NONE							
Condition of Light - DAYL	IGHI						
-Personnel Information							
Pilot-In-Command	Age - 4	0 Medic	al Certificate	- VALTD	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s)		ight Review		t Time (He			
COMMERCIAL	Current		otal - 13			Hrs - UN	
SE LAND			ake/Model-	1800	Last 30	Davs- UN	•
HELICOPTER		t Type - C-172 I	nstrument- UNA	<td>Last 90</td> <td>Days- UN</td> <td></td>	Last 90	Days- UN	
			ulti-Eng -			aft -	
				-			
Instrument Rating(s) - AI	RPLANE.HELICOPTER						

----Narrative----

THE PLT SAID THE ENGINE MISFIRED THREE TIMES DURING TAKEOFF AND LOST PARTIAL POWER. THE HELICOPTER SETTLED INTO A RICE FIELD AND THE DAMAGED SPRAY BOOMS BECAME ENTANGLED. THE HELICOPTER NOSED OVER IN THE HIGH VEGETATION. THE PLT STATED THE ENGINE ACCELERATED AND SHUTDOWN AS THE AIRCRAFT CAME TO REST INVERTED. EXAMINATION OF THE CARBURETOR BOWL REVEALED RUST. TWO 1/4 INCH PARTICLES OF RUST WERE LYING IN THE BOTTOM OF THE BOWL. NO WATER WAS FOUND IN THE ENGINE OR FUEL SYSTEM.

6/15/88 A/C Reg. No. N73947 File No. - 418 BENOIT, MS Time (Lcl) - 0710 CDT -----------LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FUEL SYSTEM, CARBURETOR - CORRODED 2. FUEL SYSTEM, CARBURETOR - CONTAMINATION 3. FUEL SYSTEM, CARBURETOR - BLOCKED(PARTIAL) Occurrence #2 HARD LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 4. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND 5. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND Occurrence #3 NOSE OVER Phase of Operation DESCENT - EMERGENCY Finding(s) 6. TERRAIN CONDITION - HIGH VEGETATION ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6

Basic Information		moft Domogo			Toiur	ioc	
Type Operating Certificate-NONE (GENERA		Aircraft Damage SUBSTANTIAL		Injuries Fatal Serious Minor			None
Type of Operation -INSTRUCTIONA		-	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -GO-AROUND (V	NON	JE	Pass	õ	õ	Ŏ	õ
Aircraft Information							
Make/Model - CESSNA 152	Eng Make/Model -	- LYCOMING 0-235	-N2C	ELT 1	Installed/A	ctivated	- YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines -				all Warnir	ng System	- YES
Max Gross Wt - 1670	Engine Type -		CARBURE	TOR			
No. of Seats - 2	Rated Power	- 110 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport F	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Po	pint		ON AIRS	STRIP		
Method - N/A	OLIVE BRANCH, MS	5					
Completeness - N/A	Destination	•		Airport Da	ata		
Basic Weather - VMC	SAME AS ACC/INC	5					
Wind Dir/Speed- 170/008 KTS				Runway		UNK/NR	
Visibility - 10.0 SM	ATC/Airspace			Runway		UNK/NR	
Lowest Sky/Clouds - CLEAR	Type of Flight Pl					DIRT	
Lowest Ceiling - NONE	Type of Clearance			Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- FULL STOP					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 31	Medical Cer) WAIVERS/	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Fligh	t Time (Ho			
STUDENT	Current - N/A		-	43			2
	Months Since - N/A	A Make/Mo	del-	43	Last 30		9
	Aircraft Type - N/A	Instrum	ent-	0	Last 90) Days-	14

----Narrative----

THE PHYSICIAN STUDENT PLT MADE 3 ATTEMPTS TO LAND IN THIS SHORT UNIMPROVED FIELD. ON THE 3RD PASS, HE COLLIDED WITH TREES AT THE END OF THE RWY WHILE ATTEMPTING A GO-AROUND. THE STUDENT PLT DID NOT HAVE HIS CFI'S PERMISSION TO LAND THERE NOR HAD HE RECEIVED ADEQUATE INSTRUCTION IN THIS TYPE OF OPERATION.

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File No 516	6/19/88 COLDWATER,MS	A/C Reg. No. N95056	Time (Lcl) - 1830 CDT
	IGHT COLLISION WITH OBJECT OUND (VFR)		
3. OVER CONFIDENCE IN	ECISION - POOR - PILOT IN COMMAN PERSONAL ABILITY - PILOT IN COM RIENCE IN TYPE OPERATION - PILOT INED - PILOT IN COMMAND - NOT FOLLOWED - PILOT IN COMMAN	MAND IN COMMAND	

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 3,4,6

-Basic Information Type Operating Certificate-AGRICULT	URAL AIRCRAFT Airc	raft Damage		Iniur	ies	
,		STANTIAL	Fatal	Serious		None
Type of Operation -POSITION	ING Fire	e C	rew O	0	1	0
Flight Conducted Under -14 CFR 9 Accident Occurred During -LANDING	1 NON	IE P	ass O	0	0	0
 Aircraft Information						
Make/Model - TOMCAT MK-5A	Eng Make/Model -	LYCOMING VO-435-A				
Landing Gear - SKID	Number Engines -			Stall Warnin	g System –	- NO
Max Gross Wt - 2350		RECIPROCATING-CAR	BURETOR			
No. of Seats - 1	Rated Power -	260 HP				
-Environment/Operations Information	-					
Weather Data	Itinerary		Airport	Proximity		
Wx Briefing - NO RECORD OF BRIE	FING Last Departure Po	oint	OFF A	IRPORT/STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination	2	Airport I	Data		
Basic Weather - VMC	LOCAL					
Wind Dir/Speed- 120/008 KTS			Runway	/Ident -	~N/A	
Visibility - 7.0 SM	ATC/Airspace		Runwa	y Lth/₩id -	N/A	
Lowest Sky/Clouds - 1200 FT				y Surface -		
	BROKEN Type of Clearance			y Status -	HIGH VEGE	TATION
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDIN	G			
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information						
Pilot-In-Command	Age - 41	Medical Certif	icate - VALI	D MEDICAL-WA	IVERS/LIM	т
Certificate(s)/Rating(s)	Biennial Flight Review		light Time (I		•	
COMMERCIAL	Current - YES	5 Total			Hrs - UNM	(/NR
SE LAND, ME LAND	Months Since - 7	Make/Model	- 200	Last 30	Days- UNK	
HELICOPTER	Aircraft Type - C-1	80 Instrument	- 0	Last 90	Days- UNK	

Instrument Rating(s) - NONE

----Narrative----

THE PILOT STATED THAT HE THOUGHT HE HAD 8 GALLONS OF FUEL PRIOR TO TAKEOFF. THE ENGINE FAILED ABOUT 100 FT AGL AND HE ATTEMPTED TO STRETCH THE GLIDE OF THE HELICOPTER BY USING COLLECTIVE PITCH. THE AIRCRAFT HIT HARD AND ROLLED OVER. ONLY 1 QUART OF FUEL WAS FOUND IN THE FUEL SYSTEM AFTER THE ACCIDENT.

File No. - 572 8/10/88 A/C Reg. No. N9086T VALLEY PARK, MS Time (Lc1) - 0700 CDT Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FLUID, FUEL - EXHAUSTION 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 3. COLLECTIVE - IMPROPER USE OF - PILOT IN COMMAND Occurrence #3 ROLL OVER Phase of Operation LANDING - FLARE/TOUCHDOWN ______ ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

.

Brief of Accident

File No 573 8/11/88 TUPELO,M	S A/C R	eg. No. N2344U	T 	Time (Lcl) - 1815 CDT			
-Basic Information Type Operating Certificate-NONE (GENERAL A' Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	VIATION) Aircraf SUBSTA Fire NONE	Crew	Fatal O O	Injur Serious O O		None 1 0	
-Aircraft Information Make/Model - CESSNA 172D Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4			S	Installed// tall Warnir			
-Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 096/007 KTS Visibility - 7.0 SM Lowest Sky/Clouds - UNK/NR Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 4400 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT		- VFR	ON AIR Airport D TUPELO Runway Runway Runway	ata MUNI. Ident Lth/Wid - Surface -	•		
	e - 57 ennial Flight Review Current - YES Months Since - 16 Aircraft Type - C-172	Total - Make/Model- UN	t Time (H 409 K/NR	lours) Last 24 Last 3(AIVERS/L] 4 Hrs - l) Days- l) Days- l	JNK/NR JNK/NR	
Instrument Rating(s) - NONE							

THE PRIVATE PILOT LANDED ON RUNWAY 18 AFTER COMPLETING A CROSS-COUNTRY FLIGHT. DURING LANDING ROLL THE AIRCRAFT ENCOUNTERED A DOWNWIND GUST OF WIND AND THE PILOT LOST CONTROL OF THE AIRCRAFT WHILE ON THE GROUND. THE PROPELLER AND RIGHT WING WERE SUBSTANTIALLY DAMAGED.

 File No. - 573
 8/11/88
 TUPELO,MS
 A/C Reg. No. N2344U
 Time (Lcl) - 1815 CDT

 Occurrence #1
 LOSS OF CONTROL - ON GROUND
 Phase of Operation
 LANDING - ROLL

 Finding(s)
 1. WEATHER CONDITION - TAILWIND
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 ----Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

File No 581 5/12/88 CUT BA		A/C Key. N	A/C Reg. No. N31DJ			1642 MD1	
Basic Information Type Operating Certificate-NONE (GENERAL AVIATION) Type of Operation -INSTRUCTIONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -TAKEOFF		Aircraft Dam SUBSTANTIAL Fire NONE		Fatal O O	Injur Serious O O		None 2 0
Aircraft Information Make/Model - JUDGE Q2 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 1100 No. of Seats - 2	Number E Engine T	/Model - REVMAST ingines - 1 ype - RECIPRO wer - 75	CATING-CARBURE	S	Installed/A tall Warnin		-
Environment/Operations Information Weather Data Wx Briefing - FSS Method - IN PERSON Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- VARIABLE/OO6 KTS Visibility - 60.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	SAME AS Destinatic LOCAL ATC/Airspac Type of F Type of C	n	E	ON AIR Airport D CUT BA Runway Runway Runway Runway	ata NK MUNI. Ident - Lth/Wid - Surface -		75
	Biennial Flight Current Months Sinc	Medi Review - YES e - 7 pe - U-415C	Fligh Total - Make/Model-	t Time (H 7445 57	ours) Last 24 Last 30	WAIVERS Hrs - UN Days- UN Days- UN	JK/NR JK/NR

Instrument Rating(s) - NONE

----Narrative----

THE ACDT OCCURRED ON THE ARPT WHEN THE PLT DECIDED TO ABORT THE FLT SHORTLY AFTER TAKEOFF. THE PLT SAID THAT AFTER TAKEOFF THE ACFT DID NOT SEEM TO ACCELERATE PROPERLY SO HE DECIDED TO LAND. THE TAKEOFF HAD BEEN MADE ON A 5300 FT LONG RWY WHICH HAS A 600 FT OVERRUN AND A 2545 FT SECTION OF UNUSABLE RWY BEYOND THE OVERRUN. THE PLT SAID THE ACFT DRIFTED TO THE RT AFTER TAKEOFF AND THE LANDING WAS MADE IN THE GRASS AREA BESIDE THE UNUSABLE SECTION OF THE RWY. AFTER LANDING THE ACFT CROSSED AN ABANDONED RWY FROM WHICH THE ASPHALT HAD BEEN REMOVED. UPON CROSSING THE ABANDONED RWY THE ACFT STRUCK A LIP AND THE LT CANARD BROKE OFF. THE DENSITY ALT AT THE TIME OF THE ACDT WAS ABOUT 5900 FT. THE PLT SAID THE FLIGHT MANUAL INSTRUCTIONS FOR HIGH ALT OPERATIONS IN THIS ACFT ARE SKETCHY.

File No 58	1 5/12/88	CUT BANK, MT	A/C Reg. No. N31DJ	Time (Lc1) - 1642 MDT	
Occurrence #1 Phase of Operation					
Finding(s)	· · · · · · · · · · · · · · · · · · ·				
	OPER USE OF - PILO		IN COMMAND	· · · · · · · · · · · · · · · · · · ·	
Occurrence #2 Phase of Operation	IN FLIGHT COLLISI TAKEOFF - ABORTED		R		
Finding(s) 4. TERRAIN CONDITIO	N - ROUGH/UNEVEN				
Probable Cause					
The National Transpor is/are finding(s) 2	tation Safety Boar	d determines that th	e Probable Cause(s) of this acci	dent	

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board Washington, D.C. 20594

.

Brief of Accident

Basic Information							
Type Operating Certificate-AGRICULTURA	AIRCRAFT	Aircraft Damage			Inju	ries	
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -AERIAL APPL	ICATION	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 137 Accident Occurred During -DESCENT		NONE	Pass	0	0	0	-0
Aircraft Information			· · · · · · · · · · · · · · · · · · ·				
Make/Model - CESSNA T188C		lode1 - CONTINENTAL	. TSI0-520-1				
Landing Gear - TAILWHEEL-ALL FIXED	Number Eng			S	tall Warniı	ng System	I - YES
Max Gross Wt - 4400		e - RECIP-FUEL	INDECTED				
No. of Seats - 1	Rated Powe	r - 310 HP					
Environment/Operations Information	· · · · · · · · · · · · · · · · · · ·						
Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFIN		ure Point		OFF AI	RPORT/STRI	Р	
Method - N/A	BIG TIMBE	R,MT					
Completeness - N/A	Destination		1	Airport D	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- CALM						- N/A	
Visibility - 70.0 SM	ATC/Airspace				Lth/Wid ·		
Lowest Sky/Clouds - CLEAR		ght Plan - NONE			Surface		
Lowest Ceiling - NONE		arance - NONE		Runway	Status	- N/A	
Obstructions to Vision- NONE	Type Apch/L	ndg - NONE					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 60	Medical	Certificate	e - VALID	MEDICAL-W	AIVERS/LI	MIT
Certificate(s)/Rating(s)	Biennial Flight R	eview	Flight	t Time (H	ours)		
COMMERCIAL	Current	-UNK/NR Tota	i] [†] - [−] 14	4200	Last 24	4 Hrs - L	JNK/NR
SE LAND, ME LAND	Months Since		e/Model- 3			0 Days- L	
	Aircraft Type	- C~182 Inst Mult	rument- i-Eng -	118 200	Last 90	0 Days- L	INK/NR

----Narrative----

THE PLT SAID HE WAS SPRAYING 2,4,D ON TWO BARLEY FLDS. HE HAD COMPLETED ONE FLD AND WAS TURNING AROUND WHEN THE ACFT BEGAN TO SETTLE. HE SAID WHEN HE ATTEMPTED TO AVOID GROUND CONTACT THE ACFT STALLED AND COLLIDED WITH THE GROUND. DURING A TELEPHONE CONVERSATION ON THE DAY OF THE ACCIDENT THE PLT SAID THERE WAS NOTHING WRONG WITH THE ACFT OR ENG AND THAT HE JUST MUST HAVE HIT "DEAD AIR" (A DOWNDRAFT OR TAILWIND). SEVERAL DAYS AFTER THE ACCIDENT THE PLT REPORTED THAT IN HIS OPINION THE ENG WAS NOT PRODUCING POWER AT THE TIME OF THE ACCIDENT. THE ENG WAS THEN DISASSEMBLED BUT NO EVIDENCE TO SUPPORT A LOSS OF PWR WAS FOUND.

File No 5	45 6/22/88	BIG TIMBER,MT	A/C. Reg. No. N4970J	Time (Lc1) - 0700 MDT
Occurrence #1 Phase of Operation				
Finding(s) 1. WEATHER CONDITI 2. STALL - INADV				
Phase of Operation	DESCENT - UNCONT			
Probable Cause				
The National Transpo is/are finding(s) 2	rtation Safety Boa	rd determines that the	Probable Cause(s) of this accide	ent

Factor(s) relating to this accident is/are finding(s) 1

Basic Information							
Type Operating Certificate-ON-DEMAND AI		Damage		Injuries			
	SUBSTAN		Fatal	Serious		None	
Type of Operation -FERRY Flight Conducted Under -14 CFR 91	Fire NONE	Crew	0	1 O	0	0	
Accident Occurred During -LANDING	NUNE	Pass	0	0	0	Ū	
Aircraft Information							
Make/Mode1 - BELL/SOLOY 47G	Eng Make/Model - ALL			nstalled/A			
Landing Gear - SKID	Number Engines - 1		St	all Warnin	ng System	1 - NO	
Max Gross Wt - 2950	Engine Type - TUR						
No. of Seats - 3	Rated Power -	420 HP					
Environment/Operations Information							
Weather Data	Itinerary		Airport F				
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point		OFF AIF	PORT/STRIP			
Method - N/A Completeness - N/A	GREYBULL,WY Destination		Airport Da	+			
Basic Weather - VMC	MILES CITY,MT		An point ba	ita			
Wind Dir/Speed- 305/030 KTS	MILLS OIT, MI		Runwa∨	Ident -	N/A		
Visibility - 30.0 SM	ATC/Airspace			Lth/Wid -			
Lowest Sky/Clouds - CLEAR	Type of Flight Plan -	COMPANY (VFR)	Runway	Surface -	DIRT		
Lowest Ceiling - NONE	Type of Clearance -	NONE	Runway	Status -	DRY		
Obstructions to Vision- NONE	Type Apch/Lndg -	FORCED LANDING					
Precipitation - NONE							
Condition of Light - DAYLIGHT							
Personnel Information	50					MT T	
Pilot-In-Command . Certificate(s)/Rating(s)	Age - 52 Bioppiel Elight Deview	Medical Certifica	te - VALID ht Time (Ho	MEDICAL-WA	IVER5/LI	MTI	
COMMERCIAL	Age - 52 Biennial Flight Review Current - YES	Total -	22430	iast 24	Hrs -	8	
SE LAND	Months Since - UNK/NR	Make/Model-	2700	Last 30			
HELICOPTER	Aircraft Type - B-47G	Instrument-	0	Last 90			
			-	Rotorcr	aft -		
Instrument Rating(s) - NONE							

THE AIRCRAFT WAS ON A FERRY FLIGHT FROM ALPINE, WY. TO BELFIELD, ND. THE PLT DEPARTED ALPINE AT APPROXIMATELY 0950 AND MADE SEVERAL ENROUTE STOPS TO REFUEL. THE PLT INTENDED TO LAND AT MILES CITY, MT TO REFUEL BUT HE GOT LOST AND FLEW TO TERRY, MT, LOCATED 38 MILES EAST OF MILES CITY. THE PLT STATED HE EXPERIENCED AN ENG FAILURE AND EXECUTED AN AUTOROTATION. DURING THE EMERGENCY LANDING THE PLT HAD TO AVOID PWR LINES, THUS LOSING ROTOR RPM. THE ACFT LANDED HARD. EXAMINATION OF THE WRECKAGE REVEALED SEVERAL QUARTS OF FUEL IN THE FUEL TANKS.

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File No 538 6/24/88	TERRY,MT	A/C Reg. No. N2243W	Time (Lcl) - 1955 MDT
Occurrence #1 LOSS OF ENGINE PO Phase of Operation CRUISE - NORMAL	WER(TOTAL) - NON-MECHANICAL	-	
Finding(s) 1. BECAME LOST/DISORIENTED - INADVERT 2. FLUID,FUEL - EXHAUSTION 3. FUEL SUPPLY - INADEQUATE - PILOT			
Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGEN	ICY		
Finding(s) 4. AUTOROTATION - PERFORMED - PILOT I 5. OBJECT - WIRE,TRANSMISSION 6. CLEARANCE - MISJUDGED - PILOT IN			
Occurrence #3 HARD LANDING Phase of Operation LANDING - FLARE/T	OUCHDOWN		
Probable Cause			

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3 $\,$

Factor(s) relating to this accident is/are finding(s) 1,4,5,6

-Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Da SUBSTANTIA	Fatal	Injuries Fatal Serious Minor None				
Type of Operation -PERSONAL		Fire	Cre	w O	0	0	1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE	Pas	s O	0	0	1 .	
ircraft Information Make/Model - LAKE LA-4-200	Ena Mak	e/Model - LYCOMI	NG 10-260-41P	 сі т		otivatod	- VES/NO	
Landing Gear - AMPHIBIAN		Engines - 1		ELT Installed/Activated - YES/NO Stall Warning System - YES				
Max Gross Wt - 2600		Type - RECIP-	FUEL INJECTED			g Jystell	125	
No. of Seats - 2	Rated Po							
nvironment/Operations Information	.				_			
eather Data	Itinerary				Proximity			
Wx Briefing - FSS	Last Departure Point			ON AIRPORT				
Method - ACFT RADIO	BELGRAD							
Completeness - UNK/NR	Destinatio			Airport Data				
Basic Weather - VMC	SAME AS	S ACC/INC			EAD LAKE			
Wind Dir/Speed- 040/022 KTS						UNK/NR		
Visibility - 30.0 SM	ATC/Airspac				y Lth/Wid -	•		
Lowest Sky/Clouds - 9000 FT SC					y Surface -			
Lowest Ceiling - NONE		learance - NO		Runwa	y Status –	WATER -	СНОРРҮ	
Obstructions to Vision- NONE	Type Apch	n/Lndg - FU	LL STOP					
Precipitation - NONE								
Condition of Light - DAYLIGHT								
ersonnel Information								
Pilot-In-Command	Age - 61	Med	ical Certific	ate - VALII	MEDICAL-WA	IVERS/LIM	IT	
Certificate(s)/Rating(s)	Biennial Flight			ght Time (I				
PRIVATE	Current	- YES	Total -	6280	Last 24	Hrs -	2	
SE LAND, ME LAND, SE SEA	Months Sind		Make/Model-		Last 30		16	
		vpe - AC-200		100	Last 90		41	
					•			

----Narrative----

THE PLT AND HIS PAX DEPARTED BZN AT 1500 MDT AND FLEW TO HUGHES BAY ON FLATHEAD LAKE, NEAR LAKESIDE, MT, ARRIVING AT APRX 1700. THE PLT SAID HE NOTICED A DIMINISHING WAVE PATTERN FROM THE SOUTHWEST AND A STRONG GUST SURFACE PATTERN FROM THE EAST. THERE WERE NO WHITECAPS BUT THE WATER WAS ROUGHER TOWARDS THE MIDDLE OF THE LAKE. HE ESTIMATED THE WINDS WERE FROM THE EAST AT 5 KTS. THE PLT DRAGGED THE INTENDED LANDING AREA AND DECIDED IT WAS SAFE TO LAND. PLT MADE STEP-LANDING. ACFT GRAZED FIRST WAVE AT 65 MPH, BOUNCED OFF SECOND WAVE, AND SETTLED ON THIRD WAVE. IT THEN SPUN 90 DEG TO THE RIGHT. THE PLT LATER DISCOVERED THE LEFT FLOAT COLLAPSED, THE RIGHT FLOAT CRUSHED, AND OTHER SUBSTANTIAL DAMAGE TO THE AFT FUSELAGE. THE PLT SUSPECTS HE STRUCK FLOATING DEBRIS IN THE LAKE. THE PILOT OPERATING HANDBOOK RECOMMENDS A FULL STALL LANDING IN HIGH WIND/WAVE CONDITIONS.

File No 5	84 8/26/88	LAKESIDE, MT	A/C Reg. No. N1299L	Time (Lcl) - 1700 MDT
Occurrence #1 Phasê of Operation	ON GROUND COLLISI Landing - Roll	ON WITH OBJECT		
Finding(s) 1. TERRAIN CONDITI 2. PROCEDURES/DI		- PILOT IN COMMAND	· · · · · · · · · · · · · · · · · · ·	

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

Basic Information					Turdes		
Type Operating Certificate-NONE (GENERA		UBSTANTIAL		Fatal	Inju Serious		None
Type of Operation -INSTRUCTIONA		re	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91		IONE	Pass	õ	0	õ	, O
Accident Occurred During -LANDING							, U
Aircraft Information							
Make/Model - CESSNA 152		- LYCOMING 0-23					- YES'-UNK/
Landing Gear - TRICYCLE-FIXED	Number Engines	; - 1		S	tall Warni	ng System	- YES
Max Gross Wt - 1670	Engine Type	- RECIPROCATING	-CARBURE	TOR			
No. of Seats - 2	Rated Power						
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING				ON AIR	PORT		
Method - N/A	GREENSBORD, NO	-					
Completeness - N/A	Destination			Airport D			
Basic Weather - VMC	SAME AS ACC/1	NC			VILLE MUNI		
Wind Dir/Speed- 300/010 KTS					Ident		
Visibility - 15.0 SM	ATC/Airspace				Lth/Wid		75
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NUNE		Runway	Surface		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearar	ICE - NUNE		Runway	Status	- DRY	
	Type Apch/Lndg	FULL STOP	ATTERN				
Precipitation - NONE Condition of Light - DAYLIGHT		FULL STUP					
Personnel Information Pilot-In-Command	Age - 41	Medical Ce	mtifical		MEDICAL -N		I TRATT
Certificate(s)/Rating(s)	Age - 41 Rioppial Elight Boyic	Meurcar ce	Flick	te - VALID	MEDICAL-N	U WAIVERS/	
STUDENT			- Fig.		Juis)	A Hng -	2
STUDENT	Biennial Flight Revie Current - N Months Since - N Aircraft Type - N	I/A IOLAI		41	Last 2	9 Nove- 11	
	Ainchaft Type - N	I/A Make/M	ment-	41	Last 3	0 Days- UN	36
	Affectant Type - n		ment	U	Last 5	0 Days	50
Instrument Rating(s) - NONE							
•••••••••••••••••••••••••••••••••••••••							
-Narrative							
AIRPLANE ENCOUNTERED A CROSSWIND GUST AT	TOUCHDOWN AND THE STUL	ENT PLI LUSI CUN	IIRUL. IF	HE AIRPLAN	E VEERED U	FF	
THE SIDE OF THE RWY AND SUBSEQUENTLY IMPAC	TED AN EMBANKMENT. THE	STUDENT HAD ABO	UI 8 HRS	S OF IDIAL	SULU		
EXPERIENCE, ABOUT 6 OF WHICH WAS OBTAINED	IN THE PRECEDING 90 D	AYS. THE STUDENT	WAS PRO	JPERLY END	JRSED FOR	INE FLI.	

File No. - 576 3/02/88 STATESVILLE, NC A/C Reg. No. N25265 Time (Lc1) - 1100 EST LOSS OF CONTROL - ON GROUND Occurrence #1 Phase of Operation LANDING - ROLL Finding(s) 1. WEATHER CONDITION - CROSSWIND 2. WEATHER CONDITION - GUSTS 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND 4. _____ Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - ROLL Finding(s) 5. TERRAIN CONDITION - DIRT BANK _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4

File No 587 4/08/88 BOONE, N	C A	A/C Reg. No. N888OR Time (Lcl) - 12			12 38 ED	т	
Basic Information Type Operating Certificate-NONE (GENERAL Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -DESCENT	DE Fir	craft Damage STROYED e GROUND	Crew Pass	Fatal 1 1	Injur Serious O O	ies Minor O	None O O
Aircraft Information Make/Model - BELLANCA 14-19-3A Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 3000 No. of Seats - 4	Eng Make/Model Number Engines Engine Type Rated Power	- 1			[nstalled/A tall Warnin		- YES-UNK/N - YES
Environment/Operations Information Weather Data Wx Briefing - FSS Method - IN PERSON Completeness - UNK/NR Basic Weather - IMC Wind Dir/Speed- 300/007 KTS Visibility - 7.0 SM Lowest Sky/Clouds - UNK/NR Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 1500 FT OVERCA Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure P MYRTLE BEACH,S Destination INDIANAPOLIS,I ATC/Airspace Type of Flight P ST Type of Clearanc Type Apch/Lndg	C N lan - NONE e - NONE		OFF AII Airport Da Runway Runway Runway	Ident -	N/A N/A N/A	
	ge - 59 iennial Flight Review Current - UN Months Since - UN Aircraft Type - UN	K/NR Tota K/NR Make	Fligh	t Time (Ho 1200 K/NR	burs) Last 24 Last 30	Hrs - U	INK/NR INK/NR

Instrument Rating(s) - NONE

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----Narrative----

THE ACFT COLLIDED WITH MOUNTAINOUS TERRAIN AT APPROX. 3,000' MSL. LOCAL WITNESSES HEARD THE ACFT FLY OVERHEAD AND IMPACT WITH TERRAIN BUT COULD NOT SEE THE ACFT DUE TO LOW VISIBILITY PRODUCED BY FOG. THE PILOT HAD RECEIVED A PREFLIGHT WEATHER BRIEFING AND INCLIMATE WEATHER CONDITIONS WERE FORECAST ALONG THE INTENDED ROUTE OF FLIGHT. THE ACFT DEPARTED VFR AND NO FLIGHT PLAN WAS FILED. THERE WERE NO EN ROUTE COMMUNICATIONS WITH THE ACFT. NO EVIDENCE WAS FOUND TO SUGGEST PREIMPACT PHYSICAL IMPAIRMENT, MECHANICAL MALFUNCTION OR STRUCTURAL FAILURE.

File No. - 587 4/08/88 BOONE, NC A/C Reg. No. N888OR Time (Lc1) - 1238 EDT ------Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - LOW CEILING 2. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND 3. WEATHER CONDITION - FOG 4. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND 5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation CRUISE Finding(s) 6. OBJECT - TREE(S) Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED Finding(s) 7. TERRAIN CONDITION - MOUNTAINOUS/HILLY ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 1,3,4,7

Basic Information							
Type Operating Certificate-NONE (GENERA	L AVIATION)	Aircraft SUBSTANT	<u> </u>	Fatal	Injur Serious	ries Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		Fire NONE	Cre Pas		0 0	0 0	1 1
Aircraft Information Make/Model - CESSNA 150J Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2		Engines - 1 Type - RECI	INENTAL 0-200 PROCATING-CARBU DO HP	5	Installed/A Stall Warnir		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 290/015 KTS Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	WINSTO Destinati MARTIN ATC/Airspa Type of Type of	SVILLE,VA ce Flight Plan - I Clearance - I h/Lndg - S	NONE	OFF Al Airport C Runway Runway Runway	/ Ident - / Lth/Wid - / Surface -	- N/A - N/A	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND		t Review - YES ce - 3	Total - Make/Model-	ght Time (⊦ 168	lours) Last 24 Last 30		1

Instrument Rating(s) - NONE

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----Narrative----

THE AIRCRAFT ENGINE BEGAN TO VIBRATE EXCESSIVELY AND LOST POWER. THE PILOT LANDED THE AIRCRAFT IN A FIELD. THE AIRCRAFT NOSED OVER IN THE SOFT GROUND. EXAMINATION OF THE ENGINE REVEALED THAT THE NUMBER ONE CYLINDER VALVE SPRING SEAT LOCK HAD FAILED ALLOWING THE INTAKE VALVE TO DROP INTO THE CYLINDER WHERE IT WAS STRUCK BY THE NUMBER ONE PISTON, BENDING THE VALVE STEM AND HEAD.

File No 4	58 4/29/88	SANDY RIDGE, NC	A/C Reg. No. N60276	Time (Lc1) - 1740 EDT
Occurrence #1 Phase of Operation		OWER(PARTIAL) - MECH F	AILURE/MALF	· · · ·
inding(s) 1. ENGINE ASSEMBLY 2. ENGINE ASSEMBLY 3. ENGINE ASSEMBLY	,VALVE KEEPER - FA	ILURE, TOTAL		
ccurrence #2 hase of Operation		NCY		
ccurrence #3 hase of Operation				
inding(s) 4. TERRAIN CONDITI	ON - SOFT			
Probable Cause				
Probable Cause	 rtation Safety Boa	rd determines that the	e Probable Cause(s) of this acci	dent

Factor(s) relating to this accident is/are finding(s) 4

		Brief	of Accident					
File No 534 5/0	03/88 WILKESBO	IRO, NC	A/C Reg.	No. N34GK		Time (Lcl)	- 1300 ED1	
Basic Information					·			
Type Operating Certificate	e-NONE (GENERAL A	VIATION)	Aircraft Da			Inju		
Turner of Orientation			SUBSTANTIA	_	Fatal			None
Type of Operation Flight Conducted Under	-14 CFR 91	RAIE	Fire NONE	Cre Pas		0	0	1
Accident Occurred During			NUNE	Fas	5 0	. 0	Ū	
Aircraft Information					- 			
Make/Model - PIPER PA-3			/Model - LYCOMI	NG TIO-540-F2		Installed/		
Landing Gear - TRICYCLE-F	RETRACTABLE		ngines - 2			Stall Warni	ng System	- YES
Max Gross Wt - 6500			/pe - RECIP-					
No. of Seats - 8		Rated Pow	ver - 325	HP				
Environment/Operations Infor	mation							
Weather Data	-	Itinerary			Airport	Proximity		
Wx Briefing - UNK/NR			rture Point			RSTRIP		
Method - UNK/NR		LUMBERTO						
Completeness - UNK/NR		Destination	1 .		Airport	Data		
Basic Weather - VMC		WILKESBO	DRO,NC			S COUNTY		
Wind Dir/Speed- 070/006							- UNK/NR	
Visibility - 7.0		ATC/Airspace		_		y Lth/Wid	•	75
Lowest Sky/Clouds -			light Plan - IF			y Surface		
Lowest Ceiling -			learance - IF			y Status	- DRY	
Obstructions to Vision- Precipitation -		Type Apch	'Lndg - TR	AFFIC PATTERN				
Precipitation - Condition of Light -								
Personnel Information								
Pilot-In-Command	Ag	je - 34	Med	ical Certific	ate - VAL1	D MEDICAL-W	VERS/LIN	IIT
Certificate(s)/Rating(s)	Bi	ennial Flight			ght Time (
ATP,CFI		Current	- YES	Total -			4 Hrs -	1
SE LAND, ME LAND		Months Since		Make/Model-) Days- UN	•
		Aircraft Typ	be – UNK/NR	Instrument-	-	Last 90) Days-	173
				Multi-Eng -	2890			

Instrument Rating(s) - AIRPLANE

----Narrative----

AFTER A NORMAL APPROACH AND LANDING, THE LEFT MAIN GEAR SLOWLY COLLAPSED DURING THE ROLL OUT. THE AIRCRAFT VEERED TO THE LEFT, STRUCK A SIGN OFF THE RUNWAY EDGE AND COLLIDED WITH A DITCH. THE LEFT MAIN GEAR WAS FOUND UNLOCKED DURING POSTACCIDENT INVESTIGATION. THE AIRCRAFT HAD UNDERGONE MAINTENANCE A SHORT TIME BEFORE.

File No. - 534 5/03/88 WILKESBORD, NC A/C Reg. No. N34GK Time (Lc1) - 1300 EDT Occurrence #1 MAIN GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 1. LANDING GEAR, GEAR LOCKING MECHANISM - UNLOCKED 2. MAINTENANCE, REPLACEMENT - PERFORMED - OTHER MAINTENANCE PSNL 3. MAINTENANCE, COMPLIANCE WITH AD - PERFORMED - OTHER MAINTENANCE PSNL LOSS OF CONTROL - ON GROUND Occurrence #2 Phase of Operation LANDING - ROLL Finding(s) 4. AIRCRAFT CONTROL - NOT POSSIBLE -Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL Finding(s) 5. OBJECT - SIGN ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 4

Brief of Accident (Continued)

File No 502 5/*	13/88 MOCKSVI	LLE,NC A/C	Reg. No. N967	4P	т.	ime (Lcl) -	1100 EDT	
Basic Information Type Operating Certificate	·	SUBS	aft Damage TANTIAL		Fatal	Injur Serious	Minor	None
Type of Operation Flight Conducted Under Accident Occurred During		Fire NONE		Crew Pass	0 0	0	0	2 0
Aircraft Information Make/Model - PIPER PA- Landing Gear - FLOAT Max Gross Wt - 1650 No. of Seats - 2	18-150	Eng Make/Model - Number Engines - Engine Type - Rated Power -	1		S ¹ TOR	Installed/A tall Warnin	g System	- NO
Environment/Operations Infor Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 260/006 Visibility - 7.0 Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- Precipitation - Condition of Light -	KTS SM UNK/NR 15000 FT BROKEN NONE NONE	Itinerary Last Departure Poi SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Pla Type of Clearance Type Apch/Lndg	n - NONE	, .	Airport F OFF AIF Airport Da Runway Runway Runway Runway	Proximity RPORT/STRIP ata	N/A N/A WATER	
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND,SE SEA GLIDER	В	ge - 46 iennial Flight Review Current - YES Months Since - 7 Aircraft Type - UNK/	Medical Cer Total Make/Mo 'NR Instrum Multi-E	Fligh	e - VALID t Time (Ho 1556 181 119 28	ours)) WAIVERS/ Hrs -) Days- UN) Days- caft -	2 JK/NR
Instrument Rating(s)	- AIRPLANE							
Narrative HE FLOATPLANE STUDENT PILOT LOS LOATPLANE INSTRUCTOR DID NOT TA	KE CONTROL SOON		T STALLED AND	STRUCK	THE WATER			

File No 50	2 5/13/88	MOCKSVILLE,NC	A/C Reg. No. N9674P	Time (Lc1) - 1100 EDT	
Occurrence #1 Phase of Operation					
3. REMEDIAL ACTION 4. STALL - ENCOUNTE	L EXPERIENCE IN TY - DELAYED - PILOT RED -	PE OPERATION - DUAL STU IN COMMAND(CFI)	DENT		
Occurrence #2 Phase of Operation		ON WITH TERRAIN/WATER			
Finding(s) 5. TERRAIN CONDITIO	N - WATER,GLASSY				
Probable Cause					

Factor(s) relating to this accident is/are finding(s) 2

File No 550 8/16/88 OAK C	ITY, NC	A/C Reg. No. N8284G Time (Lc1) - 1000 EDT					T
-Basic Information Type Operating Certificate-AGRICULTURAL		ircraft Damage SUBSTANTIAL	• •	Fatal	Injur Serious	ries Minor	None
Type of Operation -AERIAL APPLI		ire	Crev		0	0	1
Flight Conducted Under -14 CFR 137 Accident Occurred During -LANDING		NONE	Pass	s O	Ō	õ	Ó
-Aircraft Information Make/Model - CESSNA A188B Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Mode	1 - CONTINENTAL		D ELT	Installed// tall Warnir		
Max Gross Wt - 4000 No. of Seats - 1	Engine Type	- RECIP-FUEL - 300 HP	INJECTED			lg oyotolli	. 20
-Environment/Operations Information							
Weather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure	Point			Proximity RPORT/STRIF		
Method - N/A	HOBGOOD, NC	FUIIL		UFF AI	KFUKI/SIKI	-	
Completeness - N/A	Destination			Airport D	ata		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 270/002 KTS				Runwav	Ident -	- N/A	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -	- N/A	
Lowest Sky/Clouds - CLEAR	Type of Flight	Plan - NONE		Runway	Surface -	- DIRT	
Lowest Ceiling - NONE	Type of Cleara	nce - NONE			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED	LANDING			ROUGH	
Precipitation - NONE							
Condition of Light - DAYLIGHT							-
Personnel Information							
Pilot-In-Command	Age - 35 Biennial Flight Revi	Medical	Certifica	ate - VALID	MEDICAL-NO) WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Revi	ew		ght Time (H			
COMMERCIAL	Current -	YES Tota	al -				1
SE LAND, ME LAND	Months Since -			2500) Days-	25
	Aircraft Type -		trument- ti-Eng -	31 20	Last 90) Days-	80
Instrument Rating(s) - AIRPLANE		•					

FORCED LANDING WAS MADE IN A FIELD ADJACENT TO A ROAD TO AVOID TRUCK TRAFFIC. DURING LANDING ROLL, WINGS STRUCK SMALL TREES. EXAMINATION DISCLOSED THAT THE FUEL HOSE BETWEEN THE ENGINE MANIFOLD VALVE AND THE COCKPIT FUEL PRESSURE GAGE WAS LOOSE AT THE FIREWALL CONNECTION WHICH RESULTED IN A LOSS OF FUEL PRESSURE. LOSS OF FUEL PRESSURE, SUCH AS DURING SHUTDOWN, ALLOWS THE FUEL MANIFOLD VALVE TO SHUT OFF THE ENGINE RESULTING IN FUEL STARVATION.

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File No. - 550 8/16/88 OAK CITY, NC A/C Reg. No. N8284G Time (Lc1) - 1000 EDT ------Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 1. FUEL SYSTEM, LINE - LOOSE 2. FUEL SYSTEM - PRESSURE TOO LOW 3. FLUID, FUEL - STARVATION Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY -----------Occurrence #3 ON GROUND COLLISION WITH OBJECT Phase of Operation LANDING - ROLL ----Probable Cause----

Brief of Accident (Continued)

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information	ATROPACT	A			Taster		
Type Operating Certificate-AGRICULTURAL		Aircraft Dama SUBSTANTIAL	ge	Fatal	Injur Serious		None
Type of Operation -AERIAL APPLIC		Fire	Crew		0	0	1
Flight Conducted Under -14 CFR 137		NONE	Pass		õ	õ	ò
Accident Occurred During -DESCENT						•	
Aircraft Information							
Make/Model - PIPER PA-25-235	Eng Make/Mo	del - LYCOMING	0-540-B2C5		[nstalled/A		
Landing Gear - TAILWHEEL-ALL FIXED	Number Engi				tall Warnir	ng System	- YES
Max Gross Wt - 2900		- RECIPROC		RETOR			
No. of Seats - 1	Rated Power	• - 235 H	P 				
Environment/Operations Information							
Weather Data	Itinerary			Airport 6			
Wx Briefing - NO RECORD OF BRIEFING	Last Departu			OFF AIF	RPORT/STRIP	•	
Method - N/A	FARMVILLE,	NC .		Admont D	**		
Completeness - N/A Basic Weather - VMC	Destination			Airport Da	ala		
Wind Dir/Speed- LIGHT AND VARIABLE	LUCAL			Runway	Ident -	N/A	
Visibility - 5.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flic	ht Plan - NONE			Surface -		
Lowest Ceiling - NONE	Type of Clea	rance - NONE			Status -		
Obstructions to Vision- NONE	Type Apch/Lr	ndg - FORC	ED LANDING	-			
Precipitation - NONE Condition of Light - DAYLIGHT		-					
Condition of Light - DAYLIGHT							
Personnel Information							
	Age - 48	Medic	al Certifica	te - VALID	MEDICAL-WA	TVERS/LT	TT
Certificate(s)/Rating(s)	Age - 48 Biennial Flight Re	view	Flio	uht Time (Ho	ours)		
COMMERCIAL	Current	- YES T	otal -	4300	Last 24	Hrs -	1
SE LAND	Months Since	- 9 M	ake/Model-			Days-	15
	Aircraft Type		nstrument-) Days-	200
Instrument Rating(s) - NONE							
Instrument Kating(s) - None							

UNCONTROLLABLE POSITION. THE ACFT IMPACTED IN A FIELD.

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File No 5	75 8/22/88 LA GRANGE,NC	A/C Reg. No. N8819L	Time (Lcl) - 1040 EDT
	IN FLIGHT COLLISION WITH OBJECT MANEUVERING - AERIAL APPLICATION	• • • • • • • • • • • • • • • • • • •	
Finding(s) 1. OBJECT - TREE(S 2. CLEARANCE - MIS) JUDGED - PILOT IN COMMAND		
Occurrence #2 Phase of Operation	LOSS OF CONTROL - IN FLIGHT CLIMB		
Finding(s) 3. FLIGHT CONTROL,			
	IN FLIGHT COLLISION WITH TERRAIN/WATER Descent - Uncontrolled		
Probable Cause			
The National Transpo is/are finding(s) 2	rtation Safety Board determines that the Pro	obable Cause(s) of this accide	nt

Factor(s) relating to this accident is/are finding(s) 3

File No 544 7/18/88 BUCHAN	NAN,ND A/C	Reg. No. N9990P	т	ime (Lcl) -	0700 CDT	
Basic Information Type Operating Certificate-AGRICULTURAL Type of Operation -AERIAL APPLIC Flight Conducted Under -14 CFR 137 Accident Occurred During -MANEUVERING	SUBST	aft Damage FANTIAL Cre Pas		Injur Serious O O	ies Minor O O	None 1 0
Aircraft Information Make/Model - PIPER PA-36-285 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 4400 No. of Seats - 1	Number Engines -	RECIP-FUEL INJECTED	S	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- LIGHT AND VARIABLE Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Itinerary Last Departure Poir PINGREE,ND Destination LOCAL ATC/Airspace Type of Flight Plar Type of Clearance Type Apch/Lndg	n - NONE	OFF AI Airport D Runway Runway Runway Runway	Ident - Lth/Wid - Surface -	N/A N/A GRAVEL DRY	
	Age - 40 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - PA-28	Total - Make/Model-	ght Time (H 1433	ours) Last 24 Last 30	WAIVERS/ Hrs - UN Days- UN Days- UN	K/NR K/NR

Instrument Rating(s) - NONE

----Narrative----

THE PLT SAID HE MADE SEVERAL SWATH RUNS PASSING UNDER A TRANSMISSION LINE AND OVER A POWER LINE THAT CROSSED THE END OF THE FLD BEING SPRAYED. HE SAID AS HE PASSED UNDER THE TRANSMISSION LINE DURING A RUN THE VERT STAB COLLIDED WITH THE LINE AND WAS DAMAGED. HE THEN DECIDED TO LAND ON A ROAD TO ASSESS THE DAMAGE. DURING THE FLARE, THE AIRCRAFT COULD NOT BE CONTROLLED WITH RUDDER. THE ACFT WENT INTO THE DITCH.

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A/C Reg. No. N9990P Time (Lc1) - 0700 CDT File No. - 544 7/18/88 BUCHANAN, ND Occurrence #1 IN FLIGHT COLLISION WITH OBJECT Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. OBJECT - WIRE, TRANSMISSION 2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 3. FLIGHT CONTROL, RUDDER - DISABLED 4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. TERRAIN CONDITION - DITCH 6. LANDING GEAR, MAIN GEAR - OVERLOAD 7. LANDING GEAR, MAIN GEAR - SEPARATION ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Brief of Accident (Continued)

Factor(s) relating to this accident is/are finding(s) 1,3,5

Basic Information		TD TAVE			•			T		
Type Operating Certificat	e-UN-DEMAND #	IR TAXI		SUBSTA	t Damage NTIAL		Fatal		uries 6 Minor	None
Type of Operation	-EXECUTIVE/C	ORPORATE		Fire		Crew	0	0		2
Flight Conducted Under	-14 CFR 91			NONE		Pass	Ó	Ó	Ó	2
Accident Occurred During	-TAXI									
Aircraft Information										
	S-76A				LISON 250-C30				d/Activate	
Landing Gear - TRICYCLE-	RETRACTABLE						S	tall Warr	ning System	m - NO
Max Gross Wt ~ 10300		-	Engine Type		RBOSHAFT					
No. of Seats - 8			Rated Power		700 HP					
Environment/Operations Info	rmation									
Weather Data			inerary				Airport		/	
	IAL WX SERVIC		ast Departu				ON AIR	יאטי		
Method - UNK/NR			GARDEN CIT	r , N Y .						
Completeness - UNK/NR		De	estination				Airport D	ата		
Basic Weather - VMC Wind Dir/Speed- 260/005	KTC		SAME AS ACC	S/INC			Dumunu	Ident	- UNK/NR	
Visibility - 15.0		AT/	C/Airspace						- UNK/NR	
Lowest Sky/Clouds -									- UNK/NR	
Lowest Sky/Crouds -	10000 FT 800		Type of Fing	nt Pran				Status		
Lowest Ceiling - Obstructions to Vision-			vne Anch/Ln	ance to			Kunway	512105		
Precipitation -			Type Apen/Lin	^y g						
Condition of Light -	NIGHT (DARK)									
Personnel Information Pilot-In-Command		4.000			Medical Cert			MEDICAL		C /I TMTT
Certificate(s)/Rating(s)			41 al Flight Rev				it Time (H		NU WAIVER	5/ LIMII
ATP			rent	- YES	Total		9311		24 Hrs -	4
SE LAND ME LAND									30 Days-	-
HELICOPTER		Ai	rcraft Type	- BH222A	Make/Mod Instrume	nt-	217	Last	90 Days-	
HELIOOT TER			cruit rype	0112224	Multi-En	a -	100	Rotor	craft -	
						9			0.0.0	0.00
<pre>Instrument Rating(s)</pre>	- AIRPLANE,H	ELICOPTER	2	•						
Narrative										
HE S-76 HELICOPTER WAS TAXIING										
HE RIGHT MAIN WHEEL STUCK IN A										
AMAGE. THE GROUND MANEUVER THA		IE ROLLOVI	ER MET SEVER	AL OF TH	E CRITERIA DE	SCRIBE	D IN THE	FAA ADVIS	SORY	
IRCULAR FOR HELICOPTER DYNAMIC	ROLLOVER.									

•

File No 577	8/07/88 TETERBORO,NJ	A/C Reg. No. N69WW	Time (Lcl) - 0450 EDT
Occurrence #1 ROL Phase of Operation TAX	L OVER I - FROM LANDING		
3. LIGHT CONDITION - NI 4. SUPERVISION - INAD	- INADEQUATE - COPILOT/SECOND PI		
Probable Cause			
The National Transportati is/are finding(s) 2,4	on Safety Board determines that	the Probable Cause(s) of this accid	lent

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft D			Inju		
		SUBSTANTI	AL			Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		Fire NONE	Crew	0	· 0	0	1
Flight Conducted Under -14 CFR 91		NONE	Pass	; 0	0	0	1
Accident Occurred During -TAXI - FRO	M LANDING						
Aircraft Information					·		
Make/Model - CESSNA 172G			NENTAL 0-300-D				
Landing Gear - TRICYCLE-FIXED					tall Warni	ng System	- YES
Max Gross Wt - 2150			ROCATING-CARBUR	ETOR			
No. of Seats - 4	Rated Po	wer - 14	5 HP				
Environment/Operations Information	· · · · · · · · · · · · · · · · · · ·			· · · · · · · · · · · · · · · · · · ·			
	Itinerary			Airport	Proximity		
Weather Data Wx Briefing - FSS	Last Depa	rture Point		ON AIR	PORT		
Method - TELEPHONE	GREELEY	, CO					
Completeness - FULL	Destinatio	'n		Airport Da	ata		
Basic Weather - VMC	SAME AS	ACC/INC		LAS VE	GAS MUNICI	PAL	
Wind Dir/Speed- 190/024 KTS					Ident		
Visibility - 15.0 SM	ATC/Airspac	e			Lth/Wid		
Lowest Sky/Clouds - CLEAR	Type of F	light Plan - V	FR		Surface		
Lowest Ceiling - NONE	Type of C	learance - N		Runway	Status	- UNK/NR	
Obstructions to Vision- NONE	Type Apch	/Lnag - I	RAFFIC PATTERN				
Precipitation - NONE Condition of Light - DAYLIGHT							
Personnel Information							
<pre>Pilot-In-Command Certificate(s)/Rating(s)</pre>	Age - 58 Biennial Flight	Me	dical Certifica	ite - VALID	MEDICAL-N	U WAIVERS/	
			Total -	11111111111111111111111111111111111111	Jurs)	4 Hpc -	F
PRIVATE SE LAND	Monthe Sino	- 1	Make /Medel-	210		4 MPS - 0 Dove- UN	5 V /ND
JE LAND	Aircraft Ty	$r_{\rm DO} = 172G$	Total - Make/Model- Instrument-	216	Last 3	O Days- UN O Days-	25
	Anciartiy	pe 0 1720	113 trumerrt	,	Lasts	0 Days	55
Instrument Dating(a) NONE							
Instrument Rating(s) - NONE							
Narrative			•				
PRIVATE PLT AND HIS DAUGHTER WERE ON A	CROSS COUNTRY FLIG	HT. LANDING W	ITH A STRONG HE	ADWIND AND	REPORTED		
TS TO 31 KNOTS, THE PLT TAXIED CLEAR OF							

File No 4	56 5/01/88	LAS VEGAS, NM	A/C Reg. No. N6059R	Time (Lcl) - 1319 MDT
Occurrence #1 Phase of Operation				
Finding(s) 1. WEATHER CONDITI 2. WEATHER CONDITI 3. COMPENSATION	ON - GUSTS	S - INADEQUATE - PILOT	IN COMMAND	
Occurrence #2 Phase of Operation	NOSE OVER TAXI - FROM LAND	ING		
Probable Cause				
The National Transpo is/are finding(s) 2.		rd determines that the	Probable Cause(s) of this accid	ent

Factor(s) relating to this accident is/are finding(s) 1

-..

File No 455 5/01/88 RUID	DSO,NM A,	A/C Reg. No. N618T Time (Lc1) - 1338 MDT			т.		
-Basic Information Type Operating Certificate-NONE (GENER/ Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	SUE Fire Not		Crew Pass	Fatal O O	Injur Serious O O	Minor	None 1 O
Accident Occurred During -LANDING - R	DLL						
-Aircraft Information Make/Model - BEECH H35 Landing Gear - TRICYCLE-RETRACTABLE Max Gross Wt - 2900 No. of Seats - 4	e ,,			S	[nstalled/A tall Warnin		
-Environment/Operations Information Weather Data W× Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 210/025 KTS Visibility - 20.0 SM Lowest Sky/Clouds - 2000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ALBUQUERQUE,NM Destination SAME AS ACC/INC ATC/Airspace	an - NONE - NONE		ON AIR Airport Da SIERRA Runway Runway Runway Runway	ata BLANCA REG Ident - Lth/Wid - Surface -	24 8100/	
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 67 Biennial Flight Review Current - YES Months Since - 4 Aircraft Type - B-H	Total Make/M	Flight -	: Time (Ho 705 242	ours)	Hrs - I Days- I	JNK/NR JNK/NR

Instrument Rating(s) - NONE

----Narrative----

THE PRIVATE PLT WAS RETURNING HOME FROM A PERSONAL TRANSPORTATION FLIGHT. THE CONTROL TOWER REPORTED HIGH WINDS AND STRONG GUSTS. DURING LANDING ROLL, A GUST LIFTED THE LEFT WING TO NEAR VERTICAL, THEN LET IT FALL. THE NOSE GEAR AND THE RIGHT MAIN GEAR COLLAPSED AND THE AIRCRAFT NOSED DOWN. A WITNESS IN THE CONTROL TOWER REPORTED THAT THE GUST EXCEEDED 60 KNOTS. PREVIOUSLY THE TOWER REPORTED THE WIND WAS FROM 210 DEGREES AT 25 KNOTS.

File No 455 5/01/88 RUIDOSO,NM	A/C Reg. No. N618T	Time (Lcl) - 1338 MDT
Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER Phase of Operation LANDING - ROLL		
Finding(s) 1. WEATHER CONDITION - GUSTS 2. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - 3. WEATHER CONDITION - HIGH WIND 4. AIRCRAFT PERFORMANCE - EXCEEDED		
Occurrence #2 NOSE DOWN Phase of Operation LANDING - ROLL		
Finding(s) 5. LANDING GEAR - OVERLOAD 6. LANDING GEAR - COLLAPSED		
Probable Cause		

Factor(s) relating to this accident is/are finding(s) 3,4

Basic Information							
Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraf DESTRC	t Damage	Fatal	Inju Serious		None
Type of Operation -BUSINESS		Fire	Cre		0		0
Flight Conducted Under -14 CFR 91		NONE	Pas		0		0
Accident Occurred During -DESCENT -	UNCONTROLLED						
Aircraft Information							
Make/Model - GULFSTREAM AMERICAN A	A-5A Eng Make/I		COMING 0-320-E2B		Installed/		
Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2200			CIPROCATING-CARBU		Stall Warni	ng System	- YES
No. of Seats - 4	Rated Powe		150 HP	IRETUR			

Environment/Operations Information Weather Data	Itinerary			Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFI		ture Point		•	IRPORT/STRI	5	
Method - N/A	CARLSBAD				, -		
Completeness - N/A	Destination			Airport I	Data		
Basic Weather - VMC	LOCAL						
Wind Dir/Speed- 240/007 KTS						- N/A	
Visibility - 20.0 SM Lowest Sky/Clouds - 15000 FT SC	ATC/Airspace				y Lth/Wid y Surface		
Lowest Ceiling - NONE	Type of Cle				v Status		
Obstructions to Vision- NONE	Type Apch/I			(Carring)	, otatao		
Precipitation - NONE		U					
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command	Age - 37		Medical Certific			D WAIVERS	LIMIT
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight (Current	Review	Fil Totol	ght Time (I	Hours)	4 Hrs -	1
SE LAND	Months Since	- TES - 1	Make/Model-	1040	Last 2) Davs-	18
JL LAND	Aircraft Type	- AA-5A	Instrument-	22	Last 9	Days-	
			Multi-Eng -	2		, saye	
Instrument Rating(s) - AIRPLANE							
	·						
ILE IN SLOW FLT AT LOW LEVEL ON A OIL PIP CORDING TO WITNESSES, THE NOSE SUDDENLY D STROYED IN THE ACCIDENT AND BOTH OCCUPANT EVIDENCE OF AIRCRAFT FAILURE.	ROPPED AND THE ACFT	CRASHED I	N A VERTICAL ATTI	TUDE. THE	ACFT WAS	CLOSED	

File No 4	42 6/02/88	MALJAMAR, NM	A/C Reg. No. N1393R	Time (Lc1) - 0820 MDT	
Occurrence #1 Phase of Operation	LOSS OF CONTROL Maneuvering	- IN FLIGHT			
2. STALL/SPIN - IN	NOT MAINTAINED - P Advertent - Pilot : Equate - Pilot in (IN COMMAND			
Occurrence #2 Phase of Operation		ION WITH TERRAIN/WATER ROLLED			
Probable Cause					
The National Transpo is/are finding(s) 1,	-	d determines that the P	robable Cause(s) of this accide	ent	

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 498 7/14/88 GALLUP,NM	A/C, Reg.	No. N48055	ا 	ime (Lcl) -		
-Basic Information Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft [amage		Injur	ies	
Type operating certificate on beinno Air TAAT	SUBSTANTI		Fatal			None
Type of Operation -PERSONAL	Fire	Crew	0			1
Flight Conducted Under -14 CFR 91	NONE			õ	0 0	Ō
Accident Occurred During -LANDING						
-Aircraft Information						
Make/Model - CESSNA 152	Eng Make/Model - LYCOM	IING 0-235-L2C	ELT	Installed/A	ctivated	- YES-UNK/M
Landing Gear - TRICYCLE-FIXED	Number Engines - 1		S.	tall Warnir	ng System	- YES
Max Gross Wt - 1670	Engine Type - RECIF	ROCATING-CARBURE	TOR			
No. of Seats - 2	Rated Power - 11	O HP				
• •	tinerary		Airport	Proximity		
Wx Briefing - FSS	Last Departure Point			RPORT/STRIF	,	
	GALLUP, NM					•
	Destination		Airport Da	ata		
Basic Weather - VMC	SANTA FE,NM		GALLUP	MUNICIPAL		
Wind Dir/Speed- 230/008 KTS			Runway	Ident -	N/A	
Visibility - 25.0 SM A	TC/Airspace		Runway	Lth/Wid -	N/A	
	Type of Flight Plan - \			Surface -		
Lowest Ceiling - 6000 FT BROKEN	Type of Clearance - N	IONE		Status -	SOFT	
	Type Apch/Lndg - F	RECAUTIONARY LAN	DING			
Precipitation - RAIN						
Condition of Light - DAYLIGHT						
	29 Me	dical Certificate	e - VALID	MEDICAL-NO	WAIVERS/	LIMIT
Certificate(s)/Rating(s) Bienn	ial Flight Review	Fliah	t Time (H	ours)		
PRIVATE	urrent - YES	Total -	94	Last 24	Hrs - UN	K/NR
	onths Since - 4 ircraft Type - C-152	Make/Model-	88	Last 30) Days-	11
. Δ	ircraft Type - C-152	Instrument-	2	Last 90	Davs-	15

Instrument Rating(s) - NONE

----Narrative----

PRIOR TO TAKEOFF FROM THE 6469 FT MSL AIRPORT, THE PILOT LEANED THE MIXTURE AT 2000 RPM. DENSITY ALTITUDE WAS APRX 9100 FT MSL. THE 10-DEG FLAP TAKEOFF AND CLIMBOUT TO 300 FT AGL WAS SAID TO BE NORMAL INITIALLY; THEN THE AIRCRAFT BEGAN LOSING ALTITUDE ALTHOUGH THE ENGINE RPM REMAINED AT ABOUT 2000 RPM. THE PILOT SAID HE RAISED THE FLAPS AND LOWERED THE NOSE TO REACQUIRE VY, BUT THE AIRCRAFT CONTINUED LOSING ALTITUDE. THE PILOT DECIDED TO MAKE A PRECAUTIONARY LANDING IN OPEN PASTURE APRX 3 MILES WEST OF THE AIRPORT. THE PILOT REDUCED POWER AND DEPLOYED FULL FLAPS. THE AIRCRAFT TOUCHED DOWN AND, DURING ROLLOUT, HIT A SMALL GULLY AND FLIPPED OVER. THE PILOT SAID HEAVY RAIN FELL 45 MIN AFTER THE ACCIDENT. ACCORDING TO GALLUP FSS, A THUNDERSTORM MOVED S OF THE ARPT AT 1349 WITH RAINSHOWERS OF UNKNOWN INTENSITY IN ALL QUADRANTS. ACFT HANBOOK STATES THAT THE MIXTURE SHOULD BE LEANED AT FULL POWER.

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File No. - 498 7/14/88 GALLUP, NM A/C Reg. No. N48055 Time (Lcl) - 1330 MDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CLIMB - TO CRUISE Finding(s) 1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND 2. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND 3. WEATHER CONDITION - TURBULENCE 4. WEATHER CONDITION - DOWNDRAFT 5. WEATHER CONDITION - HIGH DENSITY ALTITUDE OCCURRENCE #2 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - ROLL Finding(s) 6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND 7. TERRAIN CONDITION - ROUGH/UNEVEN 8. TERRAIN CONDITION - DITCH _____ _____ ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5,7,8

-Basic Information							
Type Operating Certificate-NONE (GE	NERAL AVIATION)	Aircraft Damage			Injur		
		SUBSTANTIAL	_	Fatal			None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 9 Accident Occurred During -UNDETERM		NONE	Pass	0	0	0	0
Aircraft Information							
Make/Model - CESSNA 177RG		Model - LYCOMING IC	D-360-A1B6D		Installed/A		
Landing Gear - TRICYCLE-RETRACTABL		gines - 1		S S	tall Warnin	g System	- YES
Max Gross Wt - 2800		pe - RECIP-FUEL	INJECTED				
No. of Seats - 4	Rated Pow	er - 200 HP					
Environment/Operations Information	-						
Weather Data	Itinerary				Proximity		
Wx Briefing - UNK/NR		ture Point		OFF AI	RPORT/STRIP		
Method - UNK/NR	SAME AS	-		· · · •			
Completeness - UNK/NR	Destination	1	A	irport Da	ατα		
Basic Weather - UNK/NR Wind Dir/Speed- UNK/NR	UNK/NR			Bunkay	Idont -	N/A	
Visibility - UNK/NR	ATC/Airspace					N/A N/A	
Lowest Sky/Clouds - UNK/NR		ight Plan - UNK/NR				N/A	
Lowest Ceiling - UNK/NR		earance - UNK/NR				N/A	
Obstructions to Vision- UNK/NR		Lndg - UNK/NR		Kanway	514145	N/ A	
Precipitation - UNK/NR	Type Apeny						
Condition of Light - UNK/NR				·			
Personnel Information							
Pilot-In-Command	Age - UNK/NR		Certificate				
Certificate(s)/Rating(s)		Review					
UNK/NR	Current	- UNK/NR Tota	al - UNK,	NR	Last 24	Hrs - UN	
		- UNK/NR Make	e/Model- UNK	/NR	Last 30	Days- UN	
	Aircraft Typ		trument- UNK			Days- UN	
		MUIT	ti-Eng - UNK,	'NR	ROTOPCP	aft - UN	K/NR
Instrument Rating(s) - NONE					•		

AN UNKNOWN PERSON OR PERSONS TOOK A CESSNA 177RG FROM A SMALL AIRPORT NEAR THE MEXICAN BORDER, WITHOUT PERMISSION. STATE POLICE FOUND IT CRASHED IN A FIELD 2 MILES SOUTHWEST OF SANTA TERESA AIRPORT, AND NOTIFIED THE OWNER. NO WITNESSES HAVE BEEN FOUND TO REVEAL THE NATURE OF THE ACCIDENT OR THE IDENTITY OF THE PILOT. INJURY INDEX PRESUMED.

File No 45	52 7/17/88	SANTA TERESA,NM	A/C Reg. No. N34338	Time (Lc1) - UNK/NR
Occurrence #1 Phase of Operation	UNDETERMINED UNKNOWN			
Finding(s) 1. STOLEN AIRCRAFT/ 2. UNDETERMINED	UNAUTHORIZED USE	- INTENTIONAL - PILOT I	N COMMAND	

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

	formation			·			- .		
lype U	perating Certifica	ITE-NUNE (GEI	NERAL AVIATION)	Aircraft Damage DESTROYED	9	Fatal	Injur Serious		None
Type o	of Operation	-PERSONAL		Fire	Crew	1	0	O O	0
	Conducted Under			ON GROUND	Pass	-	ŏ	ŏ	ŏ
	ent Occurred During							-	
	Information								
Make/M	lode1 - CESSNA 3	310G	Eng Make/	Model - CONTINENTA	AL IO-470-D	ELT	Installed/A	ctivated	- YES/NO
Landin	ng Gear - TRICYCLE	-RETRACTABL	E Number En	gines - 2		S	tall Warning	g System	- YES 🕚
Max Gr	oss Wt - 4990		Engine Ty	pe - RECIP-FUEL	_ INJECTED				
No. of	Seats - 6		Rated Pow	er - 260 HP					
Environm	ent/Operations Inf	formation							
Weather			Itinerary			Airport	Proximity		
Wx Bri	efing - FSS		Last Depar	ture Point		OFF AI	RPORT/STRIP		
Meth		IONE	LAS VEGA						
Comp	leteness - WEATHE					Airport Da	ata		
Basic	Weather - VMC		LOCAL			NORTH	LAS VEGAS		
Wind	Dir/Speed- 180/01	6 KTS				Runway	Ident -	22	
Visi	bility - 50.0) SM -	ATC/Airspace			Runway	Lth/Wid -	3270/	65
Lowe	st Sky/Clouds -	10000 FT 1	SCATTERED Type of F1	ight Plan - NONE		Runway	Surface -	ASPHALT	
Lowe	est Ceiling -	NONE	Type of Cl	earance - VFR		Runway	Status -	DRY	
Obst	ructions to Vision	1- NONE	Type Apch/	Lndg - NONE	• •				
	ipitation								
Cond	lition of Light	- DAYLIGHT							
	l Information					_			
	n-Command		Age - 36	Medical	Certificat			WAIVERS/	LIMIT
Certi	ficate(s)/Rating(s	;)	Biennial Flight		•	nt Time (He			
CO	MMERCIAL, CFI		Current	- YES lot	tal -	673	Last 24 Last 30	Hrs -	0
	LAND, ME LAND		Months Since	- 1 Mak	ke/Model-	156	Last 30		27
SE	•		Aircraft Typ	e - C-172 Ins	strument- Iti-Eng -	11	Last 90	Days-	94
SE				Mul	lti-Ena -	173			
SE									

File No 4	03 4/23/88	LAS VEGAS,NV	A/C Reg. No. N2924R	Time (Lc1) - 1104 PDT
Occurrence #1 Phase of Operation		DWER(TOTAL) - MECH FAI L CLIMB	LURE/MALF	
Finding(s) 1. FUEL SYSTEM,PUM 2. MAINTENANCE,O		- OTHER MAINTENANCE F	PSNL	· · · · · · · · · · · · · · · · · · ·
Occurrence #2 Phase of Operation				
inding(s) 3. AIRSPEED(VMC) - 4. PROPELLER FEATH		PILOT IN COMMAND MED - PILOT IN COMMAND)	· · · · · · · · · · · · · · · · · · ·
	IN FLIGHT COLLIS DESCENT - UNCONTI	ION WITH TERRAIN/WATER Rolled	2	

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

	NO, NV	A/C Reg. No.			ime (Lcl) -		
Basic Information Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Damag	e		Injur	ies	
		SUBSTANTIAL		Fata1	Serious	Minor	None
Type of Operation -INSTRUCTI	DNAL	Fire	Crew	0	0	0	2
Flight Conducted Under -14 CFR 91		NONE	Pass	0	· 0	0	0
Accident Occurred During -LANDING							
Aircraft Information							
Make/Model - CESSNA 210		odel - CONTINENT	AL IO-470E		Installed/#		
Landing Gear - TRICYCLE-RETRACTABLE				S	tall Warnir	ng System	- YES
Max Gross Wt - 3000	Engine Type						
No. of Seats - 6	Rated Power	r - 260 HP					
Environment/Operations Information	•						
Weather Data	Itinerary			•	Proximity		
Wx Briefing - NO RECORD OF BRIEF				OFF AI	RPORT/STRI		
Method - N/A	SAME AS A	C/INC					
Completeness - N/A	Destination		4	irport Da			
Basic Weather - VMC	LOCAL			RENO CA			
Wind Dir/Speed- 220/011 KTS	(•				16R	
Visibility - 40.0 SM	ATC/Airspace				Lth/Wid -		150
Lowest Sky/Clouds - 7000 FT S	CALLERED Type of Fing	3nt Plan - NUNE			Surface		
Lowest Ceiling - NONE	Type of Clean Type Apch/Li	arance - IFR		Runway	Status ·	DRY	
Obstructions to Vision- NONE	Type Apch/Li	STRAI					
Precipitation - NONE Condition of Light - DAYLIGHT		FULL					
Personnel Information		Madias	l Certificate			TVEDS /I TM	
Pilot-In-Command Certificate(s)/Rating(s)	Age - 36 Biennial Flight Re			t Time (He		IVERS/LIM	
PRIVATE			otal -	350		Hrs - UN	
SE LAND	Months Since	- 10 Ma	ke/Model- UNK	(/NP	Last 30) Davs- IN	
SE LAND	Aircraft Type	- UNK/NR In	strument- UNA		Last 90) Days- UN	
			ilti-Eng - UNA		Rotorci	aft - UN	
Instrument Rating(s) - AIRPLANE							
Narrative							
NG AN INSTRUCTIONAL FLIGHT AND AN ILS RCED LANDING WAS MADE ONTO ROUGH TERRA						16.	
PRIVATE PILOT RECEIVING INSTRUMENT INS						STADT	
HER THE PILOT NOR THE CFI WERE FAMILIA							
RAFT TYPE DATA CERTIFICATE REQUIRES A							~
FUEL BOOST SWITCH WAS LEFT IN THE OFF	DOSTITON) ATDODAET	FYAMINATION DEVE	ALED CONTAMIN		THE CASCOL		
THE FUEL FLOW DIVIDER. ALSO, A 60% OBS							
EN. 3 SPARK PLUGS WERE FOULED, 2 DUE T							
EN. 3 SPARK PLUGS WERE FULLED 2 DUE 1							

File No 4	35 6/05/88 REND,NV	A/C Reg. No. N7OSA	Time (LC1) - 1415 PDT
	LOSS OF ENGINE POWER APPROACH - IAF TO FAF/OUTER MARKER (IFR)	
2. FUEL SYSTEM,FIL 3. IGNITION SYSTEM 4. Emergency proce	L FLOW DIVIDER/DISTRIBUTOR - CONTAMINA TER - CONTAMINATION ,SPARK PLUG - FOULED DURE - NOT UNDERSTOOD - PILOT IN COMMAN SELECTOR POSITION - IMPROPER - PILOT	ND(CFI)	
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
Occurrence #3 Phase of Operation	NOSE GEAR COLLAPSED Landing - Roll		
Finding(s) 6. TERRAIN CONDITI	DN - ROUGH/UNEVEN		
Probable Cause			
The National Transpo is/are finding(s) 1,3	rtation Safety Board determines that t 2	he Probable Cause(s) of this accid	ent

Factor(s) relating to this accident is/are finding(s) 3,4,5,6

-Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Damage			Inju			
		SUBSTANTIAL	_		Serious			
Type of Operation -PERSONAL		Fire	Crew	0 0	0	0	1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		NONE					0	
-Aircraft Information	,							
Make/Model - CESSNA 210	Eng Make/M	del - CONTINENT	AL IO-470-E	ELT	Installed/	Activated	- YES/NO	
Landing Gear - TRICYCLE-RETRACTABLE		ines - 1		S	tall Warnii	ng System	- YES ·	
Max Gross Wt - 2900 No. of Seats - 6		e - RECIP-FUEL r - 260 HP						
	Rated Powe	r - 260 HP						
-Environment/Operations Information Weather Data	Itinerary			Airport	Proximity			
Wx Briefing - FSS		Last Departure Point			ON AIRPORT			
Method - UNK/NR	BOUNTIFUL							
Completeness - UNK/NR	Destination			Áirport Da	ata			
Basic Weather - VMC	SAME AS A	CC/INC		BAKER				
Wind Dir/Speed- 014 KTS			•		Ident			
Visibility - 40.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace	wht Diam - NONE			Lth/Wid Surface		DE	
Lowest Ceiling - NONE	Type of Cle	ght Plan - NONE arance - NONE			Status			
Obstructions to Vision- NONE	Type of ofe	ndg - TRAFFI	IC PATTERN	Kurinay	510105			
Precipitation - NONE	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	FULL	STÓP					
Condition of Light - DAYLIGHT								
-Personnel Information								
Pilot-In-Command Certificate(s)/Rating(s)	Age - 48 Biennial Flight R	Medica	l Certifica	te – VALID ht Timo (H	MEDICAL-W	AIVERS/LIM	11	
COMMERCIAL	Current	- UNK/NR Tot	riig tal -	1281	last 2	4 Hrs -	2	
SE LAND, ME LAND, SE SEA	Months Since	- UNK/NR Mai	<e model-<="" td=""><td>30</td><td>Last 30</td><td>0 Davs-</td><td>10</td></e>	30	Last 30	0 Davs-	10	
· · · · · · · · · · · · · · · · · · ·	Current Months Since Aircraft Type	- C-210 Ins	strument-	150	Last 90	0 Days-	30	
		Mu'	lti-Eng -	12				
Instrument Rating(s) - AIRPLANE								
-Narrative	· · · · · · · · · · · · · · · · · · ·							
PILOT STATED HE LANDED LONG ON UNATTEND	ED GRASS STRIP DUE T	D GUSTY WING CON	DS. THE AIR	CRAFT ENCO	JNTERED A	DITCH		
VEHICLE TRACK HIDDEN BY VEGETATION, SHEA	RING NOSE GEAR AND C	DLLAPSING LEFT M/	AIN.					

File No 432 7/06/88 BAKER,NV	A/C Reg. No. N6524X	Time (Lc1) - 1200 PDT
Occurrence #1 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - ROLL		
inding(s) 1. TERRAIN CONDITION - HIGH VEGETATION 2. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S) 3. WEATHER CONDITION - GUSTS 4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND 5. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND		
ccurrence #2 NOSE GEAR COLLAPSED hase of Operation LANDING - ROLL		
inding(s) 6. LANDING GEAR,NOSE GEAR - OVERLOAD		·
ccurrence #3 MAIN GEAR COLLAPSED hase of Operation LANDING - ROLL		
inding(s) 7. LANDING GEAR,MAIN GEAR - OVERLOAD		
Probable Cause		

is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

PAGE 301

Basic Information					- .		
[•] Type Operating Certificate-NONE (GENERAL		rcraft Damage ESTROYED	Injuries Fatal Serious Minor None				
Type of Operation -PERSONAL		re	Crew	Fatal O	Serious 1 O	0 0	0
Flight Conducted Under -14 CFR 91		IONE	Pass	ŏ	ò	1	ŏ
Accident Occurred During -APPROACH					v	•	· ·
Aircraft Information							
Make/Model - PIPER PA-23-250	Eng Make/Mode1	- LYCOMING IO-	540-C4B5				
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines			S	tall Warnir	ng System	- YES
Max Gross Wt - 5200		- RECIP-FUEL I	NJECTED				
No. of Seats - 6	Rated Power	- 250 HP					
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure	Point		OFF AI	RPORT/STRIP	•	
Method - N/A	TETERBORO, NJ						
Completeness - N/A Basic Weather - VMC	Destination SAME AS ACC/I			Airport Da	ATA AMPTON		
Wind Dir/Speed- 300/005 KTS	SAME AS ACC/1	INC				28	
Visibility - 8.0 SM	ATC/Airspace				Lth/Wid -		75
Lowest Sky/Clouds - UNK/NR	Type of Flight	Plan - NONE			Surface -		
Lowest Ceiling - 5500 FT BROKE	N Type of Clearan	ce - NONE			Status -		
Obstructions to Vision- NONE	Type Apch/Lndg	- TRAFFIC	PATTERN				
Precipitation - RAIN							
Condition of Light - DAYLIGHT							
Personnel Information	•						
Pilot-In-Command Age - 64		Medical C	te - VALID MEDICAL-WAIVERS/LIMIT				
Certificate(s)/Rating(s)	Biennial Flight Revie	W	Fligh	nt Time (Ho	ours)		
PRIVATE	Age - 64 Biennial Flight Revie Current - Y Months Since - 1	ES Iotal	- Madal-	500		Hrs - U	•
SE LAND, ME LAND	Aircraft Type - P	9 Make/	Model-	150) Days-) Days-	
	Alleratt Type - P	Multi	-Eng -	150		Days-	50
Instrument Rating(s) - AIRPLANE							

THE FILOT REPORTED THAT HE HAD EXPERIENCED A PARTIAL POWER LOSS ON DOWNWIND OF A VER TRAFFIC PATTERN. HE STATED THAT JUST AFTER ENTERING DOWNWIND HE LOWERED THE LANDING GEAR. AS THE SPEED DECREASED BELOW 132 KNOTS HE ADVANCED THE THROTTLES. THERE WAS NO RESPONSE. HE REPORTED THAT THE RIGHT PROPELLER RPM SUDDENLY INDICATED 3200. EVENTUALLY THE RPM RECOVERED TO 2700. THE PILOT FELT THAT TOO MUCH ALTITUDE HAD BEEN LOST AND PUT ALL CONTROLS FORWARD WITH ONLY A PARTIAL RESPONSE. THE AIRCRAFT COLLIDED WITH TREES. POST ACCIDENT INVESTIGATION BY THE FAA AND THE MANUFACTURER FAILED TO REVEAL ANY MALFUNCTION OR ABNORMALITIES.

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File No. - 558 7/01/88 EAST HAMPTON, NY A/C Reg. No. N62771 Time (Lc1) - 1919 EDT _____ Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation APPROACH - VFR PATTERN - DOWNWIND Finding(s) 1. POWERPLANT - UNDETERMINED IN FLIGHT COLLISION WITH OBJECT Occurrence #2 Phase of Operation APPROACH - VFR PATTERN - DOWNWIND Finding(s) 2. OBJECT - TREE(S) 3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

Brief of Accident 2/14/88 File No. - 508 WAKEMAN, OH A/C Req. No. N633BC Time (Lcl) - 1245 EST _ _ _ _ _ _ _ _ _ _ _ _ ----Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries SUBSTANTIAL Fatal Serious Minor None Type of Operation -PERSONAL Fire Crew 0 0 0 1 Flight Conducted Under -14 CFR 91 NONE Pass 0 0 0 0 Accident Occurred During -TAKEOFF ----Aircraft Information----Make/Model - CESSNA 172P Eng Make/Model - LYCOMING 0-320-D2J ELT Installed/Activated - YES/YES Landing Gear - TRICYCLE-FIXED Number Engines - 1 Stall Warning System - YES Engine Type - RECIPROCATING-CARBURETOR Max Gross Wt - 2150 No. of Seats - 4 Rated Power - 160 HP ----Environment/Operations Information----Weather Data Itinerary Airport Proximity Wx Briefina - NO RECORD OF BRIEFING Last Departure Point ON AIRPORT Method - N/A SAME AS ACC/INC Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL WAKEMAN Wind Dir/Speed- 200/020 KTS - 21 Runway Ident Visibility - 10.0 SM ATC/Airspace Runway Lth/Wid - 3800/ 55 Lowest Sky/Clouds -Type of Flight Plan - NONE Runway Surface - ASPHALT Lowest Ceiling -25000 FT OVERCAST Type of Clearance - NONE Runway Status - ICE COVERED Obstructions to Vision- NONE Type Apch/Lndg - NONE SNOW - COMPACTED Precipitation - NONE Condition of Light - DAYLIGHT -Personnel Information----Pilot-In-Command Aae -45 Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Certificate(s)/Rating(s) Biennial Flight Review Flight Time (Hours) PRIVATE Current - YES 106 Last 24 Hrs - UNK/NR Total -Current - YES Months Since - 7 SE LAND Make/Model-20 Last 30 Days- UNK/NR Aircraft Type - UNK/NR Instrument-1 Last 90 Days- 1

Instrument Rating(s) - NONE

ø

----Narrative----

THE 106 HOUR PVT PLT REPTD THAT HE HAD RENTED THE ACFT FOR A LCL FLT FROM THE UNCONTROLLED AIRPORT. THE RWY WAS SNOW AND ICE COVERED WITH A 12 KT WIND FROM 240 DEGREES. AFTER CONFERRING WITH THE LCL CFI ON DUTY, HE ELECTED TO MAKE THE LCL FLT. DURING THE T.O. ROLL HE REPTD THAT THE ACFT TURNED TO THE LEFT TOWARD A SNOW BANK AND HE ATTEMPTED TO ABORT THE TAKE OFF. THE ACFT COLLIDED WITH THE SNOW BANK AND NOSED OVER.

Time (Lc1) - 1245 EST A/C Reg. No. N633BC File No. - 508 2/14/88 WAKEMAN, OH Occurrence #1 LOSS OF CONTROL - ON GROUND Phase of Operation TAKEOFF - GROUND RUN Finding(s) 1. TERRAIN CONDITION - SNOW COVERED 2. CREW/GROUP BRIEFING - IMPROPER - FLIGHT INSTRUCTOR(ON GROUND) 3. TERRAIN CONDITION - ICY 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND 5. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND -----Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER Phase of Operation TAKEOFF - ABORTED Finding(s) 6. TERRAIN CONDITION - SNOWBANK ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6

asic Information						
Type Operating Certificate-NONE (GENERA	-	aft Damage TANTIAL	Fatal	Injur Serious	ies Minor	None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0 0	0	1 0	0 0
Aircraft Information Make/Model - PIPER PA-22-150 Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2000 No. of Seats - 4	Number Engines -	RECIPROCATING-CARBURE	S	Installed// tall Warnir		
nvironment/Operations Information						
/eather Data Wx Briefing - NO RECORD OF BRIEFING	Itinerary Last Departure Poin	^	Airport ON AIR	Proximity		
Method - N/A	SAME AS ACC/INC	it.	UN AIR	PURI		
Completeness - N/A	Destination		Airport D	ata		
Basic Weather - VMC	LOCAL		GALION	MUNICIPAL		
Wind Dir/Speed- CALM			Runway	Ident -	05	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		75
Lowest Sky/Clouds - CLEAR	Type of Flight Pla			Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	DRY	
Obstructions to Vision- NONE Precipitation - NONE	Type Apch/Lndg	- TRAFFIC PATTERN TOUCH AND GO				
Condition of Light - DUSK		TOUCH AND GO				
Personnel Information						
Pilot-In-Command	Age - 64	Medical Certificat			IVERS/LIN	TIN
Certificate(s)/Rating(s) PRIVATE	Biennial Flight Review		t Time (H			4
PRIVALE	Current - YES Months Since - 8	Total - Make/Model-	365 20	Last 24 Last 30		1
SE LAND						

Instrument Rating(s) - NONE

----Narrative----

THE AIRPLANE BOUNCED DURING LDG, AND SUBSEQUENTLY RAN OFF THE SIDE OF THE RWY INTO SNOW AND NOSED OVER. THE WIND CONDITIONS AT THE TIME WERE REPORTEDLY CALM. THE AIRPLANE WAS EQUIPPED WITH STC-APPROVED CONVENTIONAL (TAILDRAGGER) LDG GEAR. THE PLT STATED HE HAD ABOUT 200 HRS OF TAILDRAGGER EXPERIENCE.

e Cause(s) of this accident

Factor(s) relating to this accident is/are finding(s) 3

asic Information						T m á com		
Type Operating Certificat	e-NUNE (GENERA		raft Damage TROYED		Fatal	Injur Serious		None
Type of Operation Flight Conducted Under	-INSTRUCTIONA		•	Crew	0	0	0	2
Flight Conducted Under	-14 CFR 91	NOI	E	Pass	0	0	0	0
Accident Occurred During	-DESCENI							
ircraft Information								
Make/Model - PIPER PA-		Eng Make/Model		35-L2C		Installed/A		
Landing Gear - TRICYCLE-	FIXED	Number Engines				tall Warnin	g System	- YES
Max Gross Wt - 1670 No. of Seats - 2		3 71	RECIPROCATING	G-CARBURE	IUR			
			1 (2 TIF					
nvironment/Operations Info	rmation							
leather Data		Itinerary			Airport F			
Wx Briefing - FSS		Last Departure Po	nt		UFF AIH	RPORT/STRIP		
Method - UNK/NR Completeness - UNK/NR		AKRON,OH Destination			Airport Da	**		
Basic Weather - VMC		LOCAL			CONCOR			
Wind Dir/Speed- 210/015	VTS	LUCAL				-	20	
Visibility - 6.0		ATC/Airspace				Lth/Wid -	-	45
Lowest Sky/Clouds -						Surface -		45
Lowest Ceiling -		CAST Type of Clearance				Status -		
Obstructions to Vision-	NONE	Type Apch/Lndg			Kullway	Status	W (_ 1	
Precipitation -	RATN	Type Apeny Endg	NONE					
Precipitation - Condition of Light -	DAYLIGHT							
Personnel Information Pilot-In-Command		Age - 24	Medical Ce	ertificat	e - VALID	MEDICAL-WA	IVERS/LIN	AIT
Certificate(s)/Rating(s)		Biennial Flight Review					,	
COMMERCIAL, CFI		Current - UN	K/NR Total		888	Last 24	Hrs - UN	
SE LAND, ME LAND		Months Since - UN	(/NR Make/	Model-	100	Last 30	Days- UN	NK/NR
		Aircraft Type - UN	(/NR Instru	ument-	33 23	Last 90	Days-	
			Multi	-Eng -	23	Rotorcr	aft - UN	NK/NR
Instrument Rating(s)	- AIRPLANE							
larrative								
FI REPORTED THAT WHILE PER	FORMING A SIMU	LATED SHORT FIELD TAKE-0	OFF THE ACFT E	NCOUNTERE		RAFT AND		
							ту	
ED INTO THE TREES. THE CFI	HELD HIS CERT	IFICATE FOR UNE MONTH AN	ID THE STUDENT	FLI HAD	LOGGLD 00.			

4/14/88 PAINESVILLE,OH A/C Reg. No. N91371 File No. ~ 506 Time (Lc1) - 1015 EDT Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. WEATHER CONDITION - DOWNDRAFT 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - DUAL STUDENT 3. STALL/MUSH - NOT CORRECTED - DUAL STUDENT 4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI) 5. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND(CFI) Occurrence #2 IN FLIGHT COLLISION WITH OBJECT Phase of Operation DESCENT - UNCONTROLLED Finding(s) 6. OBJECT - TREE(S) ----------Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

Basic Information Type Operating Certificate-NONE (GENERA		ft Damage		Injur	ies	
Type operating certificate none (acher)	DESTR		Fatal	Serious		None
Type of Operation -INSTRUCTIONA		Cre				0
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	ON GR	DUND Pas	is O	0	0	0
Aircraft Information Make/Model - STINSON 108-3						
Landing Gear - TAILWHEEL-ALL FIXED	Eng Make/Model - Fl Number Engines -			Installed/A tall Warnin		
Max Gross Wt - 2400	Engine Type - R				g system.	123
No. of Seats - 4		165 HP				
Environment/Operations Information	·					
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Poin	t	OFF AI	RPORT/STRIP		
Completeness - N/A	COLLINSVILLE,OK Destination		Airport D	-+-		
Basic Weather - VMC	SAME AS ACC/INC		AIRMAN			
Wind Dir/Speed- 140/010 KTS	5AME 45 400, 110				18	
Visibility - 12.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan			Surface -		RF
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lndg	- FORCED LANDING				
Precipitation - NONE Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Age - 55 Biennial Flight Review	Medical Certific	ate - VALID	MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Review	· Fli	ght Time (He	ours)		
STUDENT	Current - N/A	Total -	45	Last 24	Hrs - UN	K/NR
	Months Since - N/A Aircraft Type - N/A	Make/Model-	45	Last 30	Days- UN	K/NR
	Aircraft Type - N/A	Instrument-	0	Last 90	Days- UN	K/NR
Instrument Rating(s) ~ NONE						
 Narrative						

File No. - 567 6/06/88 COLLINSVILLE.OK A/C Reg. No. N4108C Time (Lc1) - 1605 CDT Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. FUEL SYSTEM, FUEL SHUTOFF - CLOSED 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND 3. FLUID, FUEL - STARVATION 4. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Finding(s) 5. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation LANDING Finding(s) 6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Brief of Accident (Continued)

Factor(s) relating to this accident is/are finding(s) 5,6

Basic Information Type Operating Certificate	e-NONE (GENERAL	AVIATION) Aircraf	t Damage		Injur	ies	
		DESTRO	YED	Fatal			None
Type of Operation	-BUSINESS	Fire	Cro	-	0	1	0
Flight Conducted Under		NONE	Pa	ss O	0	2	0
Accident Occurred During	-MANEUVERING						
Aircraft Information							
Make/Model - CESSNA T2		Eng Make/Model - CO			Installed/A		
Landing Gear - TRICYCLE-	RETRACTABLE	Number Engines - 1			Stall Warnir	g System	ı - YES
Max Gross Wt - 4000		Engine Type - RE		D			
No. of Seats - 6		Rated Power -	310 HP				
Environment/Operations Info	rmation						
		Itinerary			Proximity		
Weather Data Wx Briefing - FSS		Last Departure Point		OFF A	IRPORT/STRIP		
Method - IN PERS(DN	BURLEY, ID					
Completeness - WEATHER	NOT PERTINENT			Airport l	Data		
Basic Weather - VMC		EUGENE, OR					
Wind Dir/Speed- 300/005 Visibility - 15.0	KTS			Runwa	y Ident -	N/A	
Visibility - 15.0	SM	ATC/Airspace			y Lth/Wid -		
Lowest Sky/Clouds -	4000 FT SCATT	ERED Type of Flight Plan	- NONE		y Surface -		
Lowest Ceiling -	NONE	Type of Clearance			y Status -		
Obstructions to Vision-	NUNE	Type Apch/Lndg	- FURCED LANDING			HIGH VE	GETATION
Precipitation - Condition of Light -							
	NIGH (BRIGHT)						
Personnel Information							4
Pilot-In-Command	•	Age - 45	Medical Certific			WAIVERS	JLIMIT
Certificate(s)/Rating(s)		Biennial Flight Review Current - YES	FI Tatal	ight Time (I	•		c ¹
	,	Current - YES	Total -	1284		Hrs -	
SE LAND, ME LAND		Months Since - 24 Aircraft Type - C-210N	Make/Model-	408	Last 30	Days-	9 9
	•	Aircraft Type - C-210N	Multi-Eng -		Last 90	Days-	9
			Multi-Eng -	1/8			
Instrument Rating(s)	- NONE						
 Narrative						-,	
AIRCRAFT ENGINE QUIT DURING			SS COUNTRY FLT A		21 28 NM WE	ст	
URNS, OR. THE PILOT REVERSE		EMERGENCY DESCENT AND FOLL	OWED A STRATCHT	50 FT WIDE A	HWY TOWARD R		
PPROX 500 FT. AGL THE PILOT	ORSERVED THE R	POAD WINDING INTO LOW HILLS	AND DECIDED TO A	REVERSE COU	RSF AGAIN TO		
HE ROAD TO THE WEST. HE WAS							
TE TO THE REST THE WAS	DT TERRATH 100	FT. FROM THE ROAD AND NOSE	D OVER, LAB FXAM	OF THE ENG	INE		
AIRCRAFT IMPACTED SOFT DESER	KI TEKKAIN IIAT						
AIRCRAFT IMPACTED SOFT DESEN KSHAFT REVEALED A SURFACE OF	RIGIN HIGH CYCL	E FATIGUE FRACTURE. THE CR	ANKSHAFT DID NOT	HAVE AD 87	-23-08		

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Time (Lc1) - 1915 PST 3/01/88 BURNS.OR A/C Reg. No. N5427A File No. - 555 Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF Phase of Operation CRUISE - NORMAL Finding(s) 1. ENGINE ASSEMBLY, CRANKSHAFT - FRACTURED 2. MAINTENANCE, OVERHAUL, MAJOR - IMPROPER - OTHER MAINTENANCE PSNL 3. MAINTENANCE, COMPLIANCE WITH AD - NOT PERFORMED - OTHER MAINTENANCE PSNL _____ Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation MANEUVERING Finding(s) 4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND 5. LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND 6. LIGHT CONDITION - BRIGHT NIGHT 7. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND _____ ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6,7

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GEN	ERAL AVIATION)	Aircraft Damage			Injur		
Type of Operation -BUSINESS		SUBSTANTIAL Fire	Crew	Fatal O	Serious O	Minor 1	None 0
Flight Conducted Under -14 CFR 91		NONE	Pass	0	1	2	0
Accident Occurred During -TAKEOFF		NONL	F 4 3 3	Ū	1	2	0
Aircraft Information							
Make/Mode1 - HUGHES 369E		del - ALLISON 250-			[nstalled/A		
Landing Gear - SKID		nes - 1		Sit	tall Warnir	ng System	- NO
Max Gross Wt - 3000		- TURBOSHAFT					
No. of Seats - 5	Rated Power	- 375 HP					
Environment/Operations Information		·					
leather Data	Itinerary				proximity		
Wx Briefing - NO RECORD OF BRIEF	· ·	re Point		OFF AIF	RPORT/STRIF		
Method - N/A	CHEMULT, OR						
Completeness - N/A	Destination		4	Airport Da	ata		
Basic Weather - VMC	MALIN, OR						
Wind Dir/Speed- LIGHT AND VARIABLE					Ident -		
Visibility - 40.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - 4000 FT SC Lowest Ceiling - NONE	Type of Clear				Surface - Status -		
Obstructions to Vision- NONE	Type Apch/Lnd			Runway	status -	N/ A	
Precipitation - NONE	Type Apen/ End						
Condition of Light - DAYLIGHT							
Personnel Information							
Pilot-In-Command		Medical C				WAIVERS,	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Rev			: Time (Ho			
ATP	Current -	YES Total	- 4	365	Last 24	Hrs - Ul	
SE LAND, ME LAND	Months Since -	· 5 _ Make/	Mode1 -	203	Last 30	Days- U	NK/NR
HELICOPTER	Aircraft Type -	UNK/NR Instr	ument-	745	Last 30 Last 90 Rotorcr	Days-	92
		Multi	-Eng -	775	Rotorcr	aft -	2648
Instrument Rating(s) - AIRPLANE,							
Varrative							
PILOT WAS ATTEMPTING TO TAKEOFF WITH A					NEAD THE		

A TREE AND THE HELICOPTER ROLLED TO ITS LEFT SIDE.

File No 4	36 5/17/88	CHEMULT, OR	A/C Reg. No. N5258C	Time (Lc1) - 1200 PDT
Occurrence #1 Phase of Operation		SION WITH OBJECT		
Finding(s) 1. PERFORMANCE DAT 2. VISUAL LOOKOUT 3. VISUAL/AURA 4. TERRAIN CONDITI 5. OBJECT - TREE(S 6. WEATHER CONDITI	- RESTRICTED - L DETECTION - PILO ON - LOOSE OBJECTS)	DT IN COMMAND		
Occurrence #2 Phase of Operation				
Probable Cause				
The National Transpo	rtation Safety Boa	ard determines that t	the Probable Cause(s) of this accid	ent

Factor(s) relating to this accident is/are finding(s) 2,4,6

is/are finding(s) 1,3

Type Operating Certificate-NONE (GENER)	AL AVIATION)	Aircraft	Damage		Injuries				
·//· ·/·······························				Fatal	Serious	Minor	None		
Type of Operation -PERSONAL		DESTROYE Fire NONE	Cre	w O	1 2	0	0		
Flight Conducted Under -14 CFR 91		NONE	Pas	is O	2	0	0		
Accident Occurred During -DESCENT - E	MERGENCY								
ircraft Information							•		
Make/Model - CESSNA 210G	Eng Make/N	lode1 - CONT	INENTAL IO-520-	A ELT	Installed/A	ctivated	- YES/NC		
Landing Gear - TRICYCLE-RETRACTABLE	Number Eng				stall Warnin	g System	- YES		
Max Gross Wt - 3400			P-FUEL INJECTED	1					
No. of Seats - 6	Rated Powe	er - 2	85 HP 						
nvironment/Operations Information	-								
leather Data	Itinerary				Proximity				
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Depart			UFF AJ	RPORT/STRIP				
Completeness - N/A	RAPID CIT Destination	Y, SD		Airport D	12+2				
Basic Weather - VMC	SUNRIVER.	UB		Anport					
Wind Dir/Speed- 330/011 KTS	Source PER,	UK		Runway	/Ident -	N/A			
Visibility - 45.0 SM	ATC/Airspace				Lth/Wid -				
Lowest Sky/Clouds - CLEAR	Type of Fli	ght Plan -	NONE	Runway	Surface -	N/A			
Lowest Ceiling - NONE	Type of Fli Type of Cle	arance -	NONE	Runway	/Status -	N/A			
Obstructions to Vision- NONE	Type Apch/L	.ndg -	FORCED LANDING						
Precipitation - NONE									
Condition of Light - DAYLIGHT									
Personnel Information									
Pilot-In-Command	Age - 42 Biennial Flight R	M	edical Certific	ate - VALIC	MEDICAL-NO	WAIVERS/	LIMIT		
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight F	leview	Fli	ght Time (H	lours)				
	Current	- YES	Total -	930	Last 24	Hrs -	6		
SE LAND	Months Since	-1	Make/Model-	550	Last 30	Days-	01		
	All Chart Type	e - C-210G	Make/Model- Instrument- Multi-Eng -		Potorcr	Days- aft - IN	37 JK / NR		
			Harte Eng						
Instrument Rating(s) - AIRPLANE									
larrative									

File No 5	90 6/24/88 BEND, OR	A/C Reg. No. N5923F	Time (Lc1) - 1840 PDT
Occurrence #1 Phase of Operation	LOSS OF ENGINE POWER(TOTAL) - N CRUISE - NORMAL	ION-MECHANICAL	
2. PRESSURE IN 3. FLUID,FUEL - EX	ING/DECISION - IMPROPER - PILOT I DUCED BY OTHERS - PASSENGER HAUSTION ION CALCULATIONS - INACCURATE - P		
Occurrence #2 Phase of Operation	FORCED LANDING DESCENT - EMERGENCY		
	IN FLIGHT COLLISION WITH OBJECT APPROACH - VFR PATTERN - FINAL		
Finding(s) 5. OBJECT - TREE(S)		
Probable Cause			
The National Transpo is/are finding(s) 1,3		hat the Probable Cause(s) of this accid	lent

Factor(s) relating to this accident is/are finding(s) 2,5

Basic Information									•		
Type Operating Certificate	e-EXTERNA	L LOAD		craft Da STROYED	mage		Fatal	Injur Serious		No	ne
Type of Operation	-OTHER W	ORK USE		e	. (Crew	0	1	0		0
Flight Conducted Under			NO	NE	F	Pass	0 ·	0	0		0
Accident Occurred During	-DESCENT										
Aircraft Information	_										
Make/Model - KAMAN HH4	3		Eng Make/Model		NG T53-L11	4					-N//
Landing Gear - UNK/NR			Number Engines Engine Type				51	all Warnin	g Syste	m - NU	
Max Gross Wt - UNK/NR No. of Seats - 2			Rated Power								
					,						
Environment/Operations Info	rmation		Thimppon				Airport P				
Weather Data Wx Briefing - NO RECO			Itinerary Last Departure P	oint				PORT/STRIP			
Method - N/A		ELING	SAME AS ACC/IN				OIT AIR	FURI/ STRIF			
Completeness - N/A						۵	irport Da	ta			
Basic Weather - VMC			LOCAL								
Wind Dir/Speed- 330/008	KTS						Runwav	Ident -	N/A		
Visibility - 20.0			ATC/Airspace					Lth/Wid -			
Lowest Sky/Clouds -				1an - N0)NE		Runway	Surface -	N/A		
Lowest Ceiling -	20000 FT	BROKEN	Type of Clearanc	e - NO	NE			Status -			
Obstructions to Vision-	NONE		Type Apch/Lndg	- NO	NE						
Precipitation -	NONE										
Condition of Light -	DAYLIGHT										
Personnel Information											
Pilot-In-Command		Age	- 34	Med	lical Certi				WAIVER	S/LIMIT	
<pre>Certificate(s)/Rating(s)</pre>		Bien	nial Flight Review		ſ	Flight	: Time (Ho	urs)			
COMMERCIAL, CFI			Current - YE	S	Total	- 4	688	Last 24			-
SE LAND, SE SEA			Months Since - 1		Make/Mode	1- 1	912	Last 30			
HELICOPTER			Aircraft Type - C-	152							
					Multi-Eng	-	71	Rotorcr	aft -	1962	
Instrument Rating(s)	- AIRPLA	NE									
Narrative											
PILOT WAS MAKING THE INITIA									G		
ATIONS. THE PILOT STATED TH											
ACTED A TALL TREE.									•••		
Nevee of the there											

File No 4	33 7/05/88	JOSEPH, OR	A/C Reg. No. N55714	Time (Lc1) - 0930 PDT
Occurrence #1 Phase of Operation	IN FLIGHT COLLISI HOVER	ON WITH OBJECT		
Finding(s) 1. OBJECT - TREE(S 2. CLEARANCE - M) ISJUDGED - PILOT IN	COMMAND		
Occurrence #2 Phase of Operation		ON WITH TERRAIN/WATER OLLED		
Probable Cause				
The National Transpo is/are finding(s) 2	rtation Safety Boar	d determines that the f	Probable Cause(s) of this accide	nt

Factor(s) relating to this accident is/are finding(s) 1

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File No 596 7/12	/88 THE DALLES,OR	A/C Reg	. No. N18823	т	ime (Lcl) -	1830 PDT	
Basic Information Type Operating Certificate-	ON-DEMAND AIR TAXI	Aircraft SUBSTANT		Fatal	Injur Serious		None
Type of Operation - Flight Conducted Under - Accident Occurred During -	14 CFR 91	Fire NONE	Crew Pass	0	0	2 0	0 0
Aircraft Information Make/Model - BEECH C23 Landing Gear - TRICYCLE-FI Max Gross Wt - 2450 No. of Seats - 4	XED N	ing Make/Model - LYCC lumber Engines - 1 ingine Type - RECI lated Power - 1	PROCATING-CARBURE	S	Installed/A tall Warnin		
Environment/Operations Inform Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- UNK/NR Visibility - 30.0 Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision- N Precipitation - N Condition of Light - D	Itir La Des SM ATC/ 5000 FT SCATTERED Ty 9000 FT BROKEN Ty ONE Ty ONE Ty	pe of Clearance - pe Apch/Lndg -	IFR IFR	Airport Da THE DAI Runway Runway Runway Runway	RPORT/STŘIP ata _LES MUNI	12 5097/ ASPHALT	150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,ATP,CFI SE LAND	Curr Mont	Flight Review	Total - Make/Model-	nt Time (Ho 960 30	ours) Last 24 Last 30	Hrs - UN	IK/NR IK/NR

Instrument Rating(s) - AIRPLANE

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----Narrative----

CFI UNDERESTIMATED FUEL CONSUMPTION ON MULTI-STOP CROSS COUNTRY AND DID NOT VISUALLY CHECK FUEL REMAINING PRIOR TO LAST DEPARTURE. FUEL EXHAUSTION OCCURRED 18 MINUTES INTO FLIGHT. ACFT FLIPPED INVERTED ON FORCED LANDING.

File No 5	96 7/12/88	THE DALLES, OR	A/C Reg. No. N18823	Time (Lcl) - 1830 PDT
Occurrence #1 Phase of Operation		POWER(TOTAL) - NON-MEC	HANICAL	
Finding(s) 1. FLUID,FUEL - EX 2. FUEL CONSUMPT		MISJUDGED - PILOT IN	COMMAND	
Occurrence #2 Phase of Operation				· · · · · · · · · · · · · · · · · · ·
Occurrence #3 Phase of Operation	NOSE OVER LANDING			
Finding(s) 3. TERRAIN CONDITI				
Probable Cause				
The National Transpo is/are finding(s) 1,1		ard determines that the	e Probable Cause(s) of this accio	dent

Factor(s) relating to this accident is/are finding(s) 3

	7/13/88	OAKRIDGE,	DR A/C Re	eg. No. N	3128G		Time	(Lc1) -	- 1230 PE	DT
-Basic Information				_						
 Type Operating Certific 	cate-ON-DEM	IAND AIR TA		t Damage			_	Injur		
			DESTRO						Minor	None
Type of Operation			Fire		Crew	0		1	-	0
Flight Conducted Under			NONE		Pass	0		0	0	0
Accident Occurred Duri	ng -DESCEN	IT								
Aircraft Information								· · · ·		
Make/Model - AEROSP	ATIALE SA31	5B	Eng Make/Model - TUF	REDMECA A	RTOUSTE IIIB	ELT	Insta	alled/A	Activated	- YES-UNK/
Landing Gear - SKID			Number Engines - 1						ng System	
Max Gross Wt - 5070			Engine Type - TUR					warmin	ig system	
No. of Seats - 5			3 1	562 HP						
Environment/Operations I	nformation-						_			
Weather Data			Itinerary		Α	irport				
Wx Briefing - NO R	ECORD OF BR	IEFING	Last Departure Point			OFF A	IRPOR	T/STRIF	>	,
Method - N/A			LOWELL, OR							
Completeness - N/A			Destination		Ai	rport	Data			
Basic Weather - VMC			LOCAL			•				
Wind Dir/Speed- 140/0	005 KTS			·		Runwa	v Ide	nt -	- N/A	
Visibility - 15	.O SM		ATC/Airspace			Runwa	v Lth	/Wid -	- N/A	
Lowest Sky/Clouds -			Type of Flight Plan -	- NONE				face -		
Lowest Ceiling -		T BROKEN	Type of Clearance					tus -	•	
Obstructions to Visio			Type Apch/Lndg				,		,	
Precipitation			Type Apen, Endg	HOILE						
Condition of Light		IT .								
Pilot-In-Command		Age	- 38	Medical	Certificate	- VALI	D MED	CAL-NO	WAIVERS	JLIMIT
Certificate(s)/Rating	(s)	Bie	nnial Flight Review		Flight	Time (Hours)		
COMMERCIAL			Current - YES	Tota	1 - 99	15	1	_ast 24	1 Hrs -	4
SE LAND, ME LAND			Months Since - 2	Make	/Model- 40	09	ļ	_ast 30) Davs-	51
HELICOPTER			Months Since - 2 Aircraft Type - SA-315E	3 Inst	rument- UNK/	NR	1	_ast 90	Davs-	124
				Mult	i-Eng - UNK/	NR	l	Rotorcr	haft -	9774

File No 4	29 7/13/88	OAKRIDGE, ÓR	A/C Reg. No. N3128G	Time (Lc1	I) - 1230 PDT	
Occurrence #1 Phase of Operation	LOSS OF CONTROL - Hover	IN FLIGHT				
2. OBJECT - TREE(S 3. EXTERNAL LOAD S 4. LOAD JETTISON	LING/HARNESS - ENTA - PERFORMED -		COMMAND			
Occurrence #2 Phase of Operation		•	ER			
Probable Cause The National Transpo		d determines that t	he Probable Cause(s) of this acci	dent		

Factor(s) relating to this accident is/are finding(s) 2

is/are finding(s) 1,3,5

File No 542 1,	NCE, SC	A/C Reg. No. N	T	ime (Lcl) -	1948	Time (Lcl) - 1948 EST					
-Basic Information Type Operating Certifica	te-NONE (GENERA	L AVIATION)	Aircraft Damage SUBSTANTIAL		Fotol	Injur Serious		-	None		
Type of Operation Flight Conducted Under Accident Occurred During		L	SUBSTANTIAL Fire NONE	Crew Pass	0 0	0	0 0	-	2 0		
-Aircraft Information Make/Model - PIPER PA- Landing Gear - TRICYCLE Max Gross Wt - 3800 No. of Seats - 4		Number Eng	e - RECIPROCATI		S	Installed/A tall Warnin					
-Environment/Operations Info Weather Data Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 15.0 Lowest Sky/Clouds - Lowest Ceiling - Obstructions to Vision Precipitation Condition of Light	SM CLEAR NONE - NONE - NONE	Type of Cle	sc	IPLETE	ON AIR Airport D FLOREN Runway Runway Runway	ata CE REGIONAL	09 6498 ASPHA)		
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s COMMERCIAL,CFI SE LAND,ME LAND)	Age - 24 Biennial Flight R Current Months Since Aircraft Type	eview -YES Tota -1 Make -PA-44 Inst		nt Time (H 691 86 52	Last 24	Hrs - Days-	UNK/N	7 IR		

----Narrative----

THE LEFT MAIN LDG GEAR COLLAPSED DURING TAKEOFF ROLL, FOLLOWING A TOUCH & GO LDG. THE AIRPLANE SUBSEQUENTLY VEERED INTO A SNOWBANK. POST-CRASH EXAMINATION OF THE AIRPLANE REVEALED THAT THE LEFT MLG TRUSS BRACKET ASSY HAD PULLED LOOSE FROM THE ACFT STRUCTURE AND THAT TWO OF THE LOWER MOUNTING BOLTS WERE MISSING. THE CORRESPONDING BOLT HOLES IN THE BRACKET AND IN THE ACFT STRUCTURE EXHIBITED NO EVIDENCE OF DAMAGE. EXAM OF THE ACFT MAINTENANCE RECORDS REVEALED NO ENTRIES WITH REGARD TO ANY WORK PERFORMED ON THE TRUSS BRACKET ASSY. THE CFI RPTD THAT SHE AND HER STUDENT HAD FELT A "BUMP" FROM THE LEFT GEAR WHILE LANDING AT ANOTHER ARPT EARLIER THAT EVENING. SHE EXAMINED THE GEAR PRIOR TO DEPARTING THE ARPT, BUT FOUND NOTHING "UNUSUAL", EXCEPT THAT THE ACFT SEEMED LOWER ON THE LEFT SIDE.

File No 542	1/15/88	FLORENCE, SC	A/C Reg.	No. N268NA	Time (Lc1) - 1948 EST
Occurrence #1 MAIN Phase of Operation TAK					
Finding(s) 1. LANDING GEAR,MAIN GEA 2. LANDING GEAR,MAIN GEA 3. AIRCRAFT PREFLIGHT	R ATTACHMENT				
Occurrence #2 ON (Phase of Operation TAK					
Finding(s) 4. TERRAIN CONDITION - S	NOWBANK				
Probable Cause					
The National Transportations is/are finding(s) 1,2	on Safety Boar	d determines that the Pro	obable Cause	(s) of this accid	ent

Factor(s) relating to this accident is/are finding(s) 3

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Brief of Accident File No. - 495 1/31/88 BARNWELL.SC A/C Reg. No. N6254G Time (Lcl) - 1800 EST ----Basic Information----Type Operating Certificate-NONE (GENERAL AVIATION) Aircraft Damage Injuries Fatal SUBSTANTIAL Serious Minor None Type of Operation -INSTRUCTIONAL Fire Crew 0 1 1 0 Flight Conducted Under -14 CFR 91 NONE 0 Pass 0 0 0 Accident Occurred During -LANDING ----Aircraft Information----Make/Model - CESSNA 150K Eng Make/Model - CONTINENTAL 0-200-A ELT Installed/Activated - YES/NO Number Engines - 1 Engine Type - RECIPROCATING-CARBURETOR Landing Gear - TRICYCLE-FIXED Stall Warning System - YES Max Gross Wt - 1600 No. of Seats -2 Rated Power - 100 HP _____ ----Environment/Operations Information----Airport Proximity Weather Data Itinerary OFF AIRPORT/STRIP Wx Briefing - FSS Last Departure Point Method - TELEPHONE GEORGETOWN, SC Completeness - UNK/NR Destination Airport Data BARNWELL COUNTY Basic Weather - VMC BAMBERG, SC Wind Dir/Speed- 090/010 KTS Runway Ident - N/A Visibility - 3.000 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - 2000 FT SCATTERED Type of Flight Plan - VFR Runway Surface - DIRT Lowest Ceiling - 4000 FT OVERCAST Type of Clearance - NONE Runway Status - SOFT Obstructions to Vision- FOG Type Apch/Lndg - FORCED LANDING Precipitation - RAIN Condition of Light - DUSK _____ ----Personnel Information----Age - 21 Biennial Flight Review Pilot-In-Command Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Current - YES Total Certificate(s)/Rating(s) Flight Time (Hours) Total - 551 Last 24 Hrs -COMMERCIAL, CFI 15 Months Since - UNK/NR Last 30 Days- UNK/NR Last 90 Days- 189 Make/Model- 62 SE LAND, ME LAND Aircraft Type - UNK/NR Instrument- 45 Multi-Eng - 32 Instrument Rating(s) - AIRPLANE _____

----Narrative----

THE CFI AND HER STUDENT BECAME LOST ON THE LAST LEG OF A DUAL X-C FLT AFTER ENCOUNTERING RAINSHOWERS AND LOW CEILINGS. AFTER UNSUCCESSFULLY ATTEMPTING TO LOCATE THEIR DESTINATION ARPT, THE CFI LOCATED ANOTHER ARPT AND ELECTED TO LAND THERE. THE ENGINE SUBSEQUENTLY LOST POWER DUE TO FUEL EXHAUSTION, AND A FORCED LDG WAS MADE IN A FIELD ABOUT 3 MI FROM THE ARPT. THE AIRPLANE NOSED OVER ON LDG. THE CFI HAD OBTAINED HER INSTRUCTOR CERTIFICATE ABOUT 2 WEEKS EARLIER. SHE REPORTED FLYING 15 HOURS DURING THE PREVIOUS 24 HOURS.

File No. - 495 1/31/88 A/C Reg. No. N6254G BARNWELL, SC Time (Lcl) - 1800 EST -----Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. WEATHER CONDITION - FOG 2. WEATHER CONDITION - RAIN 3. WEATHER CONDITION - LOW CEILING 4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND(CFI) 5. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND(CFI) 6. BECAME LOST/DISORIENTED 7. FATIGUE(FLIGHT SCHEDULE) - PILOT IN COMMAND(CFI) Occurrence #2 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL Phase of Operation APPROACH Finding(s) 8. FLUID, FUEL - EXHAUSTION Occurrence #3 FORCED LANDING Phase of Operation DESCENT - EMERGENCY _____ Occurrence #4 NOSE OVER Phase of Operation LANDING - ROLL Finding(s) 9. TERRAIN CONDITION - SOFT 10. LANDING GEAR, NOSE GEAR - OVERLOAD 11. LANDING GEAR, NOSE GEAR - COLLAPSED _____ ----Probable Cause----

Brief of Accident (Continued)

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,7

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 570 3/16/88 MYRT	LE BEACH, SC	A/C Reg. No. N	5244F	Т	ime (Lcl)	- 1456 ES	Т
Basic Information Type Operating Certificate-NONE (GENER Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	RAL AVIATION)	Aircraft Damage SUBSTANTIAL Fire NONE	Crew Pass	Fatal O O	Inju Serious O O	Minor	None 1 1
Aircraft Information Make/Model - CESSNA 172F Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2300 No. of Seats - 4	Number Eng	e - RECIPROCATIN		S	Installed// tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFIN Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 350/012 KTS Visibility - 7.0 SM Lowest Sky/Clouds - CLEAR Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	FAYETTEVI Destination SAME AS A ATC/Airspace Type of Fli	LLE,NC CC/INC ght Plan - VFR arance - NONE	Ai	ON AIR rport Da MYRTLE Runway Runway Runway	ata BEACH AFB Ident Lth/Wid Surface		150
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 53 Biennial Flight R Current Months Since Aircraft Type	eview -YES Total -6 Make/		Time (Ho 19 69	ours)	4 Hrs -) Days- U	3

Instrument Rating(s) - NONE

----Narrative----

THE PILOT REPORTED THAT THE AIRPLANE BEGAN TO SINK RAPIDLY ABOUT 100 FT ABOVE THE RWY THRESHOLD. HE ADDED PWR AND INITIATED A FLARE. UPON TOUCHDOWN, THE AIRPLANE PITCHED DOWN AND ROLLED RT. THE AIRPLANE SUBSEQUENTLY SKIDDED OFF OF THE RT SIDE OF THE RWY AND NOSED OVER. THE TWR CHIEF CONTROLLER RPTD THAT WIND GUSTS OF 25 KTS AND HIGHER HAD BEEN OBSERVED AT THE ARPT PRIOR TO THE ACCIDENT, AND THAT THE WIND DIRECTION HAD VARIED. HE NOTED THAT ARPT ATIS BROADCASTS HAD INCLUDED WIND GUST ADVISORIES FOR OVER 2 HRS PRECEDING THE ACCIDENT.

File No 570	3/16/88	MYRTLE BEACH,SC	A/C Reg. No. N5244F	Time (Lcl) - 1456 EST
Occurrence #1 Phase of Operation				
3. WEATHER CONDITION 4. FLARE - IMPROPE	ING/DECISION - P - GUSTS R - PILOT IN COM	OOR - PILOT IN COMMAND Mand NED - PILOT IN COMMAND		
	NOSE OVER			

is/are finding(s) 2,4,5

The National Transportation Safety Board determines that the Probable Cause(s) of this accident

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

File No 574 4/16/88 BARN	WELL,SC	A/C Reg.	No. N4233E		Time (Lc1) -	1400 ED1	
Basic Information Type Operating Certificate-NONE (GENER	AL AVIATION)	Aircraft D	amage			Injur	ies	
		SUBSTANTI		Fatal	Ser	ious		None
Type of Operation -INSTRUCTION	AL	Fire	Crew	<i>v</i> 0		0	0	2
Flight Conducted Under -14 CFR 91		NONE	Pass	5 0		0	0	0
Accident Occurred During -LANDING								
Aircraft Information								
Make/Model - PIPER PA-38-112			ING 0-235-L2C				ctivated	
Landing Gear - TRICYCLE-FIXED		ngines – 1			Stall	Warnin	g System	- YES
Max Gross Wt - 1670	Engine T	ype - RECIP	ROCATING-CARBU	RETOR				
No. of Seats - 2	Rated Por		2 HP					
Environment/Operations Information								
Weather Data	Itinerary			Airport	Prox	mity		
Wx Briefing - NO RECORD OF BRIEFIN	G Last Depai	rture Point		OFF A	IRPORT	/STRIP		
Method - N/A	SAME AS	ACC/INC						
Completeness - N/A	Destinatio	n		Airport	Data			
Basic Weather - VMC	LOCAL			BARN	ELL			
Wind Dir/Speed- 180/007 KTS					y Ider	nt -	34	
Visibility - 20.0 SM	ATC/Airspace	e					5118/	100
Lowest Sky/Clouds - CLEAR		light Plan - N	NF				ASPHALT	
Lowest Ceiling - NONE		learance - N			y Stat		DRY	
Obstructions to Vision- NONE	Type Apch			Karned	y Jtu		DRI	
Precipitation - NONE	Type Apen,							
Condition of Light - DAYLIGHT								
Personnel Information Pilot-In-Command	Age - 29	Ma	dical Certifica			CAL -NO		. TMTT
Certificate(s)/Rating(s)	Biennial Flight			aht Time (WAIVER5/	LIMII
COMMERCIAL,CFI	Current	- YES	Total -				Hrs -	4
SE LAND, ME LAND	Months Since		Make/Model-	37			Days- UN	
JE LAND, ME LAND		e - 4 oe - C-172RG					Days- Ur Days-	119
	Amerattily	Je - U-1/2KG	Multi-Eng -	46 35	· L	.ast 90	Days-	119
			Multi-Eng -	30				
Instrument Rating(s) - AIRPLANE								
Narrative								
NG INITIAL CLIMB AFTER TAKEOFF RIGHT SID	E OF THE ENGINE C	DWLING UNFASTE	NED AND BEGAN F	LUTTERING	VIOLE	NTLY.	THE	
RUCTOR ASSUMED CONTROL OF ACFT & MADE A								
AINING SUBSTANTIAL DAMAGE DURING THE LAN		THUS FOLLOW MI						
AINING SUBSTANTIAL DAMAGE DURING THE LAN		FASTENERS IN	THE RIGHT SIDE	10E 18E 10	ישווע ש			
INED THE ACFT AFTER THE ACCIDENT. HE RPT	ED THAT THE DZEUS							
	ED THAT THE DZEUS THE FASTENERS WAS	S NOT DETERMIN	ED. A MAINTENAM	ICE INSPEC	TION V	IAS PER	FORMED	

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File No. - 574 4/16/88 BARNWELL, SC A/C Reg. No. N4233E Time (Lcl) - 1400 EDT -----AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Occurrence #1 Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. ENGINE COMPARTMENT - LOOSE 2. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - COMPANY MAINTENANCE PSNL 3. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND(CFI) Occurrence #2 FORCED LANDING Phase of Operation DESCENT - EMERGENCY Occurrence #3 NOSE GEAR COLLAPSED Phase of Operation LANDING - ROLL Finding(s) 4. LANDING GEAR, NOSE GEAR - OVERLOAD 5. LANDING GEAR, NOSE GEAR - COLLAPSED 6. TERRAIN CONDITION - SOFT ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

Sasic Information Type Operating Certificate	-NONE (GENERAL	AVIATION)	Aircraft	Damage			Inii	uries	
Type operating contribute			SUBSTAN			Fatal			r Nor
Type of Operation Flight Conducted Under	-PERSONAL		Fire		Crew	0	0 0	0	1
			NONE		Pass	0	0	0	C
Accident Occurred During	-MANEUVERING				Other	0	0	0	1
ircraft Information									
Make/Model - ROLLADEN S	CHNEIDER LS-4						Installed,		
Landing Gear - HULL		Number Engi	•			S	tall Warn	ing Syste	em - NO
Max Gross Wt - 800		Engine Type							
No. of Seats - 1		Rated Power	- N/A						
nvironment/Operations Inform	mation	Thinguau				4 inmart	Duaududt		
leather Data		Itinerary	na Daint				Proximity		-
Wx Briefing - UNK/NR Method - UNK/NR		Last Departu CHESTER,SC				UFF AI	RPORT/STR	IP	
Completeness - UNK/NR		Destination				Airport D	>+>		
Basic Weather - VMC		LOCAL				Anport D	ala		
Wind Dir/Speed- 180/010	KIC	LUCAL				Punway	Ident	- N/A	
Visibility - 10.0		ATC/Airspace					Lth/Wid		
Lowest Sky/Clouds -		Type of Flig	iht Plan -	NONE			Surface		
	NONE	Type of Clea	rance -	NONE			Status		
Obstructions to Vision- I		Type Apch/Ln			JING		otatao	10/ 4	
Precipitation - I			-3						
Condition of Light - I									
ersonnel Information									
Pilot-In-Command		Age - 56		ledical Cert					
Certificate(s)/Rating(s)		Biennial Flight Re	view			t Time (H			
COMMERCIAL		Current	- YES	Total Make/Mod		2745	Last 2	24 Hrs -	UNK/NR
		Months Since	- 18	Make/Mod	del-UN	IK/NR	Last	30 Days-	UNK/NR
GLIDER		Aircraft Type	- UNK/NR	Instrume	ent-	0	Last 9	90 Days-	49
Instrument Rating(s)	- NONE								
larrative		· · · · · · · · · · · · · · · · · · ·							
THERMALING DURING THE SAIL	PLANE COMPETIT	TION. N45BD WAS SLI	GHTLY HIG	HER AND TO T	THE LEF	T OF N295	SZ. N45BD	MADE	
HT TURN AND STRUCK THE RIGH									
TIP OF N45BD SEPARATED AND									

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File No 45	59 4/22/88	CHESTER, SC	A/C Reg. No. N295SZ	Time (Lc1) - 1530 EDT	
Occurrence #1 Phase of Operation	MIDAIR COLLISION MANEUVERING - TU	N TO REVERSE DIRECTION			
Finding(s) 1. VISUAL LOOKOUT - 2. VISUAL LOOKOUT -		T IN COMMAND T of other Aircraft		·	

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

-Basic Information								
Type Operating Certificate-NONE	GENERAL AVIATI		craft Damag	ge -			ries	
Type of Operation -PERS	ONIAL	- DE Fir	STROYED	Crew	Fatal 0	Serious O	Minor O	None
	FR 91		NE	Pass	•	· 0	0	0
Accident Occurred During -DESC				Other	-	ŏ	õ	1
-Aircraft Information						· · ·		· _
Make/Model - ROLLADEN SCHNEI		Eng Make/Model					Activated	
Landing Gear - HULL Max Gross Wt - 800.		Number Engines	•		5	tall Warni	ng System	- NU
No. of Seats - 1		Engine Type Rated Power	- N/A - N/A					
			- N/ A					
-Environment/Operations Informatio	n							
Weather Data		nerary				Proximity		
Wx Briefing - UNK/NR	L	ast Departure P	Point		OFF AI	RPORT/STRI	Р	
Method - UNK/NR	_	CHESTER, SC			· · · -			
Completeness - UNK/NR	De	stination	÷		Airport Da	ata		
Basic Weather - VMC		LOCAL				• -1 •	N1 / A	
Wind Dir/Speed- 180/010 KTS		/					- N/A - N/A	
Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR		/Airspace ype of Flight F			•		- N/A - N/A	
Lowest Ceiling - NONE		ype of Clearanc				-	- N/A	
Obstructions to Vision- NONE		ype Apch/Lndg			Ranway	Julus	17.6	
Precipitation - NONE	•	ype Apeny Endg	NONE					
Condition of Light - DAYLI	GHT							
-Personnel Information								
Pilot-In-Command	Age -	38		al Certifica			O WAIVERS/	LIMIT
Certificate(s)/Rating(s)		1 Flight Review			nt Time (H			-
COMMERCIAL		rent - YE		otal -			4 Hrs -	5
SE LAND GLIDER	MON	ths Since - 10 craft Type - UN) Ma IV/ND Ta	ake/Model- nstrument-			80 Days- UN 10 Davs-	19
GLIDER		chart type - UN		is trailerit-	5	Lasts	U Days-	19
Instrument Rating(s) - NON	IE							

WHILE THERMALING DURING THE SAILPLANE COMPETITION, N45BD WAS SLIGHTLY HIGHER AND TO THE LEFT OF N295SZ. N45BD MADE A RIGHT TURN AND STRUCK THE RIGHT INBOARD WING SECTION OF N295SZ WITH THE OUTBOARD WING TIP OF N45BD. THE OUTBOARD WING TIP OF N45BD SEPARATED AND THE PILOT ELECTED TO PARACHUTE TO SAFETY. THE PILOT OF N295SZ WAS ABLE TO LAND HIS SAILPLANE SAFELY.

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4/22/88 Time (Lcl) - 1530 EDT File No. - 459 CHESTER.SC A/C Reg. No. N45BD Occurrence #1 MIDAIR COLLISION Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION Finding(s) 1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND 2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT -----Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 3. WING, SPAR - FAILURE, PARTIAL 4. FLIGHT CONTROL.AILERON - DISABLED 5. MISC EQPT/FURNISHINGS, PARACHUTE/DRAG CHUTE - ENGAGED _____ ------Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED ----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident

is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

File No 562 4/21/88	RAPID CITY,SD	A/C Reg. No.	A/C Reg. No. N2720F			Time (Lc1) - 1037 MDT				
Basic Information Type Operating Certificate-NONE (C Type of Operation -PERSONA		Aircraft Damage DESTROYED Fire	crew	Fatal 1	Injur Serious O	Minor	None 0			
Flight Conducted Under -14 CFR Accident Occurred During -DESCENT	91	NONE	Pass	1	Ō	Ō	0			
-Aircraft Information Make/Model - CESSNA 182J Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2800 No. of Seats - 4	Number E	/Model - CONTINENTA ngines - 1 ype - RECIPROCAT wer - 230 HP		S	Installed/A tall Warnin					
-Environment/Operations Information Weather Data Wx Briefing - FSS Method - TELEPHONE Completeness - FULL Basic Weather - IMC Wind Dir/Speed- 070/011 KTS Visibility - 4.000 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 900 F1 Obstructions to Vision- NONE Precipitation - DRIZZLE Condition of Light - DAYLIGH1	Itinerary Last Depa BROADUS Destinatio RAPID C ATC/Airspac SCATTERED Type of F BROKEN Type of C Type Apch	n ITY,SD e light Plan - IFR learance - IFR	Þ	OFF AI RAPID Runway Runway Runway Runway	CITY REGION	AL 14 8700/ ASPHALT	150			
-Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND,ME LAND	Current Months Sinc	Medical Review -YES Tot e - 1 Mak pe - C-182J Ins	al - 3 e/Model-UNM	_ Time (H 3533 K/NR	ours) Last 24 Last 30	-	2			

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT RECEIVED A WX BRIEFING PRIOR TO DEPARTURE FROM MILES CITY, MT. THE BRIEFING INDICATED WX CONDITIONS LESS THAN VFR WITH ICING CONDITIONS. THE PLT DEPARTED AND LANDED APPROXIMATELY 1 HOUR LATER TO REMOVE ICE FROM HIS ACFT. THE PLT DEPARTED A SECOND TIME AND, WHILE ENROUTE, ENCOUNTERED LOWER CEILINGS & VIS. THE PLT ATTEMPTED TO EXECUTE THE VOR/DME 14 APPROACH TO RAPID CITY. WITNESSES SAW THE ACFT FLYING AT A LOW ALTITUDE WITH THE WINGS ROCKING. THE ON-SCENE INVESTIGATION REVEALED APPROXIMATELY ONE INCH OF ICE ACCUMULATION ON THE LEADING EDGES OF THE WINGS, HORIZONTAL, AND VERTICAL STABILIZERS.

File No. - 562 4/21/88 RAPID CITY, SD A/C Reg. No. N272OF Time (Lcl) - 1037 MDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation CRUISE - NORMAL Finding(s) 1. HAZARDOUS WEATHER ADVISORY - DISREGARDED - PILOT IN COMMAND 2. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND 3. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND 4. WEATHER CONDITION - LOW CEILING 5. WEATHER CONDITION - ICING CONDITIONS 6. ANTI-ICE/DE-ICE SYSTEM - LACK OF Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH Finding(s) 7. WING - ICE 8. HORIZONTAL STABILIZER SURFACE - ICE 9. STALL/SPIN - INADVERTENT - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED Finding(s) 10. TERRAIN CONDITION - OPEN FIELD 11. TERRAIN CONDITION - SNOW COVERED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,7,8,9

Factor(s) relating to this accident is/are finding(s) 1,2,4,5

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries				
	·····	SUBSTANTIAL		Fatal			None	
Type of Operation -PERSONAL		Fire	Crew	0	0	-	1	
Flight Conducted Under -14 CFR 91		NONE	Pass	0	0	0	2	
Accident Occurred During -LANDING								
Aircraft Information								
Make/Model - CESSNA 180		el - CONTINENTAL O	-470-R					
Landing Gear - TAILWHEEL-ALL FIXED	Number Engin							
Max Gross Wt - 2650		- RECIPROCATING	-CARBURE	TOR				
No. of Seats - 4	Rated Power	- 230 HP						
Invironment/Operations Information	•							
leather Data	Itinerary			Airport P				
Wx Briefing - FSS	Last Departur			ON AIRP	ORT			
Method - TELEPHONE	LAKE PRESTO	N,SD		• • • •				
Completeness - UNK/NR	Destination			Airport Da				
Basic Weather - VMC Wind Dir/Speed- LIGHT AND VARIABLE	SOUTH WHITL	UCK, SD			HITLOCK	- 29		
Visibility - 45.0 SM	ATC/Airspace					- 29 - 2500/	150	
Lowest Sky/Clouds - UNK/NR		t Plan - NONE				- GRASS/T		
Lowest Ceiling - 8000 FT 0					Status		UKI	
Obstructions to Vision- NONE	Type Apch/Lnd		IN					
Precipitation - NONE								
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command Age - 44		Medical Ce	te - VALID MEDICAL-NO WAIVERS/LIMIT					
Certificate(s)/Rating(s) Biennial Flight F		eview Flight Time (Hours)						
COMMERCIAL		YES Total	-	3605		24 Hrs -	1	
SE LAND	Months Since -	20 Make/M C-180 Instru	odel-	107	Last 3	30 Days-		
	Aircraft Type -	C-180 Instru	ment-	11	Last 9	90 Days-	23	
Instrument Rating(s) - NONE								

AND VARIABLE.

File No 58	6/01/88	GETTYSBURG, SD	A/C Reg. No. N2123Z	Time (Lc1) - 2045 CDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL - LANDING - ROLL	ON GROUND		
Finding(s) 1. BRAKES(NORMAL) -	IMPROPER USE OF -	PILOT IN COMMAND		
Occurrence #2 Phase of Operation	ON GROUND COLLISI LANDING - ROLL	ON WITH TERRAIN/WATER	· · ·	
Finding(s) 2. TERRAIN CONDITIC	IN - GRASS			
Probable Cause	-			
The National Transpor is/are finding(s) 1	tation Safety Boar	d determines that the	Probable Cause(s) of this accid	lent .

Factor(s) relating to this accident is/are finding(s) 2

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File No 582 6/04/88 FER	NEY,SD	A/C Reg. N	o. N8802Z	Т	Time (Lc1) - 0730 CDT			
Basic Information								
Type Operating Certificate-AGRICULTURAL AIRCRAF				Injuries				
		DESTROYED		Fatal	Serious		None	
Type of Operation -AERIAL APP	LICATION	Fire	Crew	-	1	0	0	
Flight Conducted Under -14 CFR 137		NONE	Pass	0	0	0	0	
Accident Occurred During -DESCENT								
Aircraft Information								
Make/Model - EAGLE DW-1		/Model - LYCOMIN	G IO-540-M1B50		Installed/A			
Landing Gear - TAILWHEEL-ALL FIXED		ngines - 1		S	itall Warnin	g System	- YES	
Max Gross Wt - 4000		ype - RECIP-F						
No. of Seats - 1	Rated Po	wer - 300	HP					
Environment/Operations Information								
leather Data	Itinerary			Airport	Proximity			
Wx Briefing - NO RECORD OF BRIEFI	rture Point	OFF AIRPORT/STRIP						
Method - N/A	STRATFO			0.1 41				
Completeness - N/A	Destinatio			Airport D	ata			
Basic Weather - VMC	FERNEY,							
Wind Dir/Speed- CALM		-		Runwa∨	Ident -	N/A		
Visibility - 25.0 SM	ATC/Airspace	e				N/A		
Lowest Sky/Clouds - CLEAR	Flight Plan - NONE Runway Surface - N/A							
Lowest Ceiling - NONE	learance - NONE Runway Status - N/A							
Obstructions to Vision- NONE		Lndg - NON				•		
Precipitation - NONE	·) = - · · = - · ·							
Condition of Light - DAYLIGHT								
Personnel Information								
Pilot-In-Command	Age - 39	Medi	cal Certificat	te - VALTD		WATVERS		
Certificate(s)/Rating(s)	Biennial Flight			nt Time (H				
COMMERCIAL	Current		Total -			Hrs -	1	
SE LAND		e - 15	Make/Model-	550	Last 30		25	
	Aircraft Tv	e - 15 De - C-172RG	Instrument-	0	Last 90	Davs-	100	
				-		, _		
$T_{notnument} = D_{oting(a)} = NONE$								

Instrument Rating(s) - NONE

----Narrative----

THE AG PLT REPORTED THAT HE ENCOUNTERED A "DUST DEVIL" WHILE IN A CLIMBING TURN DURING A TURNAROUND AT THE END OF A SWATH RUN. HE SAID HE ATTEMPTED TO COUNTER THE TURBULENCE ENDUCED ROLL WITH APPROPRIATE FLT CONTROL INPUTS BUT THE ACFT DID NOT RECOVER AND BEGAN AN OUT-OF-CONTROL DESCENT TO THE GROUND.

File No. - 582 6/04/88 FERNEY, SD A/C Reg. No. N8802Z Time (Lc1) - 0730 CDT Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 1. WEATHER CONDITION - TURBULENCE 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND Occurrence #2 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING - AERIAL APPLICATION Finding(s) 3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND 4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED _____ ______ ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

Brief of Accident

Type Operating Certificate-EXTERNAL LOA Type of Operation -OTHER WORK U Flight Conducted Under -14 CFR 133 Accident Occurred During -HOVER 	SUBSTA	t Damage NTIAL Cre Pas		Serious O		None O
Flight Conducted Under -14 CFR 133 Accident Occurred During -HOVER ircraft Information Make/Model - SIKORSKY S-58J					1	0
Accident Occurred During -HOVER ircraft Information Make/Mode1 - SIKORSKY S-58J	NONE	Pas	s 0			0
ircraft Information Make/Model - SIKORSKY S-58J			-	· O	0	0
Make/Model - SIKORSKY S-58J						
landing Gear - TAILWHEEL-ALL EIXED	Eng Make/Model ~ WR			Installed/		
	Number Engines - 1			Stall Warni	ing System	າ – NO
Max Gross Wt - 12700	Engine Type - RE		RETOR			
No. of Seats - 18	Rated Power -	1475 HP				
nvironment/Operations Information						
eather Data	Itinerary			: Proximity		
Wx Briefing - NO RECORD OF BRIEFING		:	OFF A	IRPORT/STR1	[P,	
Method - N/A	SAME AS ACC/INC			_		
Completeness - N/A	Destination		Airport	Data		
Basic Weather - VMC	LOCAL		_	_		
Wind Dir/Speed- 150/009 KTS				y Ident		
Visibility - 15.0 SM	ATC/Airspace			y Lth/Wid		
Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE	Type of Flight Plan			y Surface		
Lowest Ceiling - NONE Obstructions to Vision- NONE	Type of Clearance Type Apch/Lndg	- FORCED LANDING	Runwa	iy Status	- DRY	٠
Precipitation - NONE	Type Apen/Lhdg	- FURCED LANDING				
Condition of Light - DAYLIGHT						
ersonnel Information						
Pilot-In-Command	Age - 49 Rispair Linkt Deview	Medical Certific			WAIVERS/LI	MII
Certificate(s)/Rating(s) COMMERCIAL	Biennial Flight Review	rii Totol	ght Time (24 Hrs -	2
SE LAND, ME LAND	Current - YES Months Since - 4	Make/Model-	2208		30 Days-	30
HELICOPTER	Aircraft Type - S-58J	Instrument-	2230		90 Days-	50 50
TILLIGOFTER	All clait Type 5 380	Multi-Eng -			craft -	
		Martin Eng	000	Notore	siaite	11052
Instrument Rating(s) - AIRPLANE,HE						
arrative						

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SPLINED AREA.

File No 4	57 7/05/88	SIOUX FALLS.SD	A/C Reg. No	D. N62243	Time (Lc1) - 0840 CDT
Phase of Operation 1. ACCESSORY DRIVE		SHEARED T IN COMMAND	URE/MALF		
Occurrence #2 Phase of Operation		CY			
Finding(s) 3. AUTOROTATION - 4. ALTITUDE - INAD	PERFORMED - PILOT I EQUATE -	N COMMAND			
Occurrence #3 Phase of Operation		DUCHDOWN			
Probable Cause					
The National Transpo is/are finding(s) 1	rtation Safety Boar	d determines that the	Probable Cause(s)) of this accid	lent

Factor(s) relating to this accident is/are finding(s) 4

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Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENEI	RAL AVIATION) Aircr	aft Damage		Injur	ies	
		TANTIAL	Fatal			None
Type of Operation -INSTRUCTIO	NAL Fire	Cre	ew 2	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pas	s O	0	0	0
Accident Occurred During -APPROACH		0tł	ner O	0	0	2
-Aircraft Information						· · · · · · · · · · · · · · · · · · ·
Make/Model - BEECH 77		LYCOMING 0-235-L2C		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			tall Warnir	g System	- YES
Max Gross Wt - 1675		RECIPROCATING-CARBL	IRETOR			
No. of Seats - 2	Rated Power -	115 HP				
-Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFI		nt	OFF AI	RPORT/STRIP		
Method - N/A	SAME AS ACC/INC					
Completeness - N/A	Destination		Airport D			
Basic Weather - VMC	LOCAL			LLE DOWNTOW		
Wind Dir/Speed- 300/010 KTS Visibility - 7.0 SM				-	26	-
	ATC/Airspace ATTERED Type of Flight Pla			Lth/Wid - Surface -		75
Lowest Ceiling - 7500 FT BR				Status -		
Obstructions to Vision- NONE	Type Apch/Lndg			Status	DKI	
Precipitation - NONE	rype Apen/Endg					
Condition of Light - DAYLIGHT						
 -Personnel Information						
Pilot-In-Command	Age - 23	Medical Certific	ate - VALID	MEDICAL-NO	WATVERS/	TIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Fli	aht Time (F	ours)		
COMMERCIAL	Current - YES	Total -	1058	Last 24	Hrs -	4
SE LAND, ME LAND	Months Since - 7	Make/Model-	UNK/NR	Last 30	Days-	84
	Months Since - 7 Aircraft Type - BE-7	6 Instrument-	139	Last 90	Days-	231
		Multi-Eng -	20			
Instrument Rating(s) - AIRPLANE						
-Narrative						
CESSNA MADE A LONG STRAIGHT IN FINAL APP		O TRANSMITTED WAS I		ADD THE CES	SNA	
RPTED THAT INITIALLY HE SAW THE BEECH ON					JINA	
FFIC PATTERN. WITNESSES DESCRIBED THE BEE						
	CIT I LITING A NORMAL TRAFFIC	TATIENN AND ANNIVI	ING ON LINAL			
GHTLY BEHIND THE CESSNA. THE BEECH BEGAN	A STEEPER, EASTER DESCENT	& COLLIDED WITH THE	CESSNA ERO	M BEHIND T	HF	

WITNESS STATED THAT THE CESSNA RADIO WAS RECEIVING SATISFACTORILLY.

File No 4	84 3/06/88 KNOXVILLE,TN	A/C Reg. No. N3818U	Time (Lcl) - 1540 EST	
Occurrence #1 Phase of Operation	MIDAIR COLLISION Approach - VFR Pattern - Final Approac	H		
	- INADEQUATE - PILOT IN COMMAND - INADEQUATE - PILOT OF OTHER AIRCRAFT			
	IN FLIGHT COLLISION WITH TERRAIN/WATER DESCENT - UNCONTROLLED			
Finding(s) 3. TERRAIN CONDITIO	DN - DIRT BANK			
Probable Cause				
The National Transpo	rtation Safety Board determines that the	Probable Cause(s) of this accide	ent	

is/are finding(s) 1,2

Brief of Accident

File No 484 3/06/88 KNOXVILLE	,TN A/CR	g. No. N60371	T i	ime (Lc1) -	1540 EST	
Basic Information Type Operating Certificate-NONE (GENERAL AV	/IATION) Aircraft MINOR	Damage	Injuries Fatal Serious Minor			None .
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -APPROACH	Fire NONE	Crew Pass Other	0 0 2	0 0 0	0 0 0	1 1 0
Aircraft Information Make/Model - CESSNA 150 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 1600 No. of Seats - 2	Eng Make/Model - COM Number Engines - 1 Engine Type - REC Rated Power -		St	Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - ND RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC	Itinerary Last Departure Point SAME AS ACC/INC Destination LOCAL		OFF AIF Airport Da KNOXVIL	LE DOWNTOW	N ISLAND	
Wind Dir/Speed- 300/010 KTS Visibility - 7.0 SM Lowest Sky/Clouds - 3000 FT SCATTERE Lowest Ceiling - 7500 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace D Type of Flight Plan - Type of Clearance - Type Apch/Lndg -	NONE	Runway Runway	Lth/Wid - Surface -		75
Personnel Information Pilot-In-Command Age Certificate(s)/Rating(s) Bie PRIVATE SE LAND	ennial Flight Review Current - NO	Total - Make/Model-	t Time (Ho 185	burs) Last 24	Days- UN	2 K/NR 2

Instrument Rating(s) - NONE

----Narrative----

A CESSNA MADE A LONG STRAIGHT IN FINAL APPROACH. THE AIRCRAFT'S RADIO TRANSMITTER WAS INOP. AFTERWARD THE CESSNA PIC RPTED THAT INITIALLY HE SAW THE BEECH ON A LEFT BASE. LATER HE STATED THE BEECH WAS HEADING AWAY FROM THE TRAFFIC PATTERN. WITNESSES DESCRIBED THE BEECH FLYING A NORMAL TRAFFIC PATTERN AND ARRIVING ON FINAL ABOVE & SLIGHTLY BEHIND THE CESSNA. THE BEECH BEGAN A STEEPER, FASTER DESCENT & COLLIDED WITH THE CESSNA FROM BEHIND. THE INVESTIGATION UNCOVERED INTENSE ANIMOSITY BETWEEN THE CESSNA OPERATIONS AND THE FLIGHT SCHOOL WHERE THE BEECH WAS BASED. CORPORATE PILOTS COMPLAINED ABOUT TRAFFIC PATTERN DISCOURTESY BY TWO ACFT WHOSE DESCRIPTIONS MATCHED THE ACFT INVOLVED IN THIS COLLISION. A WITNESS REPORTED HEARING THE BEECH MAKING POSITION REPORTS IN THE PATTERN. ANOTHER WITNESS STATED THAT THE CESSNA RADIO WAS RECEIVING SATISFACTORILLY.

File No 484	3/06/88 KNOXVILLE,TN	A/C Reg. No. N60371	Time (Lcl) - 1540 EST
Occurrence #1 MIDAIR	COLLISION		
	CH - VFR PATTERN - FINAL APPROACH		
Finding(s) 1. VISUAL LOOKOUT - INADEO	UATE - PILOT IN COMMAND		
2. COMM/NAV EQUIPMENT,TRAN 3. VISUAL LOOKOUT - INADEQ	SMITTER - INOPERATIVE JATE - PILOT OF OTHER AIRCRAFT		

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

Brièf of Accident

Flight Conducted Under -14 CFR 91 NONE P Accident Occurred During -DESCENT Aircraft Information Make/Model - N/A Aircraft Information Make/Model - SLINGSBY DART T-51 Eng Make/Model - N/A Landing Gear - TAILWHEEL-ALL FIXED Number Engines - N/A Max Gross Wt - 815 Engine Type - N/A No. of Seats - 1 Rated Power - N/A Environment/Operations Information	E Airpo OFF Airpor Run	I Serious 1 O LT Installed Stall Warr rt Proximity AIRPORT/STR t Data	0 0 A/Activat ning Syst	0 0
Flight Conducted Under -14 CFR 91 NONE P Accident Occurred During -DESCENT Accident Occurred During -DESCENT Aircraft Information Make/Model - SLINGSBY DART T-51 Eng Make/Model - N/A Landing Gear - TAILWHEEL-ALL FIXED Number Engines - N/A Max Gross Wt - 815 Engine Type - N/A No. of Seats - 1 Rated Power - N/A Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A Destination Basic Weather - VMC LOCAL Wind Dir/Speed- 270/010 KTS Visibility - 15.0 Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE	ass O E Airpo OFF Airpor Run	O LT Installed Stall Warr rt Proximity AIRPORT/STR t Data	0 A/Activat ning Syst	ed - NO -N
Accident Occurred During -DESCENT -Aircraft Information Make/Model - SLINGSBY DART T-51 Eng Make/Model - N/A Landing Gear - TAILWHEEL-ALL FIXED Number Engines - N/A Max Gross Wt - 815 Engine Type - N/A No. of Seats - 1 Rated Power - N/A -Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A SAME AS ACC/INC Completeness - N/A Destination Basic Weather - VMC LOCAL Wind Dir/Speed- 270/010 KTS Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE	E Airpo OFF Airpor Run	LT Installed Stall Warr TT Proximity AIRPORT/STR t Data	/Activat ning Syst	ed - NO -N
Aircraft Information Make/Model - SLINGSBY DART T-51 Eng Make/Model - N/A Landing Gear - TAILWHEEL-ALL FIXED Number Engines - N/A Max Gross Wt - 815 Engine Type - N/A No. of Seats - 1 Rated Power - N/A -Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A SAME AS ACC/INC Completeness - N/A Destination Basic Weather - VMC LOCAL Wind Dir/Speed- 270/010 KTS Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE	E Airpo OFF Airpor Run	LT Installed Stall Warr nt Proximity AIRPORT/STR t Data	/Activat ning Syst	ed - NO -N
Max Gross Wt-815Engine Type-N/ANo. of Seats-1Rated Power-N/A-Environment/Operations Information Weather DataItineraryWx Briefing-NO RECORD OF BRIEFINGLast Departure Point SAME AS ACC/INC Completeness-N/ABasic Weather-VMCLOCAL Wind Dir/Speed-270/010 KTS Visibility-15.0SMATC/Airspace Lowest Sky/Clouds-NONE	Airpo OFF Airpor Run	Stall Warr rt Proximity AIRPORT/STR t Data	ing Syst	
Max Gross Wt-815Engine Type-N/ANo. of Seats-1Rated Power-N/A-Environment/Operations Information Weather DataItineraryWx Briefing-NO RECORD OF BRIEFING MethodLast Departure Point SAME AS ACC/INC DestinationMethod-N/ADestination LOCALWind Dir/Speed-270/010 KTS Visibility-15.0SM ATC/Airspace Lowest Sky/Clouds-	Airpo OFF Airpor Run	Stall Warr rt Proximity AIRPORT/STR t Data	ing Syst	
Max Gross Wt - 815 No. of Seats - 1 Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE	OFF Airpor Run	rt Proximity AIRPORT/STR t Data		em - NO
No. of Seats - 1 Rated Power - N/A -Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 270/010 KTS Visibility - 15.0 SM Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE	OFF Airpor Run	AIRPORT/STR t Data		
-Environment/Operations Information Weather Data Itinerary Wx Briefing - NO RECORD OF BRIEFING Last Departure Point Method - N/A SAME AS ACC/INC Completeness - N/A Destination Basic Weather - VMC LOCAL Wind Dir/Speed- 270/010 KTS Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE	OFF Airpor Run	AIRPORT/STR t Data		
Wx Briefing- NO RECORD OF BRIEFINGLast Departure PointMethod- N/ASAME AS ACC/INCCompleteness- N/ADestinationBasic Weather- VMCLOCALWind Dir/Speed-270/010 KTSVisibility- 15.0 SMATC/AirspaceLowest Sky/Clouds- 4000 FT SCATTEREDType of Flight Plan - NONE	OFF Airpor Run	AIRPORT/STR t Data		
Wx Briefing- NO RECORD OF BRIEFINGLast Departure PointMethod- N/ASAME AS ACC/INCCompleteness- N/ADestinationBasic Weather- VMCLOCALWind Dir/Speed-270/010 KTSVisibility- 15.0 SMATC/AirspaceLowest Sky/Clouds- 4000 FT SCATTEREDType of Flight Plan - NONE	OFF Airpor Run	AIRPORT/STR t Data		
Method - N/A SAME AS ACC/INC Completeness - N/A Destination Basic Weather - VMC LOCAL Wind Dir/Speed- 270/010 KTS Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE	Airpor Run	t Data	2IP	
Completeness - N/A Destination Basic Weather - VMC LOCAL Wind Dir/Speed- 270/010 KTS Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE	Run			
Basic Weather - VMC LOCAL Wind Dir/Speed- 270/010 KTS Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE	Run			
Wind Dir/Speed- 270/010 KTS Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE				
Visibility - 15.0 SM ATC/Airspace Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE		way Ident	- N/A	
Lowest Sky/Clouds - 4000 FT SCATTERED Type of Flight Plan - NONE	Run	way Lth/Wid		
		way Surface		
	Run	way Status	- N/A	
Obstructions to Vision- NONE Type Apch/Lndg - NONE		-		
Precipitation - NONE				
Condition of Light - DAYLIGHT				
-Personnel Information				
Pilot-In-CommandAge -31Medical CertifCertificate(s)/Rating(s)Biennial Flight ReviewF	icate - NO	MEDICAL		
Certificate(s)/Rating(s) Biennial Flight Review F	light Time	(Hours)	0.4 11	
PRIVATE Current - NO Total Months Since - UNK/NR Make/Model GLIDER Aircraft Type - UNK/NR Instrument	- 101	Last	24 Hrs -	
GLIDER Aircraft Type - UNK/NR Instrument	- 42	Last	30 Days-	UNK/NR
GLIDER ATTCHATTTYPE - UNK/NR INSTRUMENT	- 0	Lasi	90 Days-	/
Instrument Rating(s) - NONE				

ANKLE. THE PRIVATE PILOT TEST STANDARD DOES NOT ADDRESS HIGH SPEED UNUSUAL ATTITUDE RECOVERIES IN GLIDERS.

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Time (Lc1) - 1302 EST File No. - 404 3/20/88 WHITWELL, TN A/C Reg. No. N2O9K Occurrence #1 LOSS OF CONTROL - IN FLIGHT Phase of Operation MANEUVERING Finding(s) 1. WEATHER CONDITION - WINDSHEAR 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND INADEQUATE INITIAL TRAINING - FLIGHT INSTRUCTOR(ON GROUND) 3. INSUFFICIENT STANDARDS/REQUIREMENTS, AIRMAN - FAA(ORGANIZATION) 4. Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION Phase of Operation MANEUVERING Finding(s) 5. WING, SPAR - OVERLOAD 6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND Occurrence #3 MISCELLANEOUS/OTHER Phase of Operation DESCENT - UNCONTROLLED Finding(s) 7. EVACUATION - INTENTIONAL - PILOT IN COMMAND 8. MISC EQPT/FURNISHINGS, PARACHUTE/DRAG CHUTE - ENGAGED _____ Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation DESCENT - UNCONTROLLED _____ _____ ----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6

Factor(s) relating to this accident is/are finding(s) 1,3,4

Brief of Accident

File No 543 3/22/88 SEVIE	RVILLE,TN	A/C Reg. No. N	92725	Т	ime (Lcl) -	1330 ES	т
Basic Information Type Operating Certificate-NONE (GENERA Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91	L AVIATION)	Aircraft Damage SUBSTANTIAL Fire NONE	Crew Pass	Fata1 1 3	Injur Serious 0 0		None 0 0
Accident Occurred During -DESCENT				-		· ·	Ū
Aircraft Information Make/Model - BEECH C23 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450 No. of Seats - 4	Number Eng	e - RECIPROCATI		Ś	Installed/A tall Warnin		
Environment/Operations Information							
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFING	•			OFF AI	RPORT/STRIP		
Method - N/A	KNOXVILLE	, TN			÷		
Completeness - N/A	Destination			Airport D	ata		
Basic Weather ~ VMC	LOCAL						
Wind Dir/Speed- 250/003 KTS				Runwa∨	Ident -	N/A	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR		ght Plan - NONE			Surface -		
Lowest Ceiling - NONE		arance - NONE				N/A	
Obstructions to Vision- NONE		ndg - NONE		Kanway	Julus	17/ 6	
Precipitation - NONE		nug Null					
Condition of Light - DAYLIGHT							
Personnel Information Pilot-In-Command	1	Madia-1	0+: 6:+				/
	Age - 20				MEDICAL-NO	WAIVERS	/LIMII
Certificate(s)/Rating(s)	Biennial Flight R			t Time (H			
PRIVATE	Current		1 -	-			1
SE LAND	Months Since		/Model-				5
	Aircraft Type		rument-		Last 90	Days-	10
		Mult	i-Eng -	25			
Instrument Rating(s) - NONE							

----Narrative----

THE AIRCRAFT WAS NOT CERTIFIED FOR ACROBATIC FLIGHT. ACCORDING TO SEVERAL WITNESSES THE PILOT WAS PRACTICING ACROBATICS WITH THREE PASSENGERS ON BOARD. THE PILOT LOST CONTROL OF THE AIRCRAFT AND DID NOT RECOVER.

File No 543	3/22/88 SEVIERVILLE,T	N A/C Reg. No. N9272S	Time (Lcl) - 1330 EST
Occurrence #1 ABRU Phase of Operation MANE			
Finding(s) 1. ALTITUDE - MISJUDGED 2. AEROBATICS - ATTEMPTE 3. OSTENTATIOUS DISP 4. JUDGEMENT - POOR - PI	D - PILOT IN COMMAND Lay - Pilot in Command		
	UVERING		
Occurrence #3 IN F Phase of Operation DESC	LIGHT COLLISION WITH TERRAI ENT - UNCONTROLLED	N/WATER	
Finding(s) 8. TERRAIN CONDITION - D		~	
Probable Cause			· · · · · · · · · · · · · · · · · · ·
The National Transportatio	n Safety Board determines t	hat the Propable Cause(s) of this accide	ent

is/are finding(s) 1,2,4,5

Factor(s) relating to this accident is/are finding(s) 3,6,7,8

Brief of Accident

-Basic Information Type Operating Certificate-NONE	(GENERAL AVIATION)	Aircraft Damage			Injuries		
Type operating certificate NonL	(GENERAL AVIATION)	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSO		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CF		NONE	Pass	0	0	0	3
Accident Occurred During -TAKEO	FF 						
-Aircraft Information							
Make/Model - BEECH V35B		odel - CONTINENTA	L IO-520-B1		nstalled/A		
Landing Gear - TRICYCLE-RETRACT				St	all Warnin	ig System	- YES
Max Gross Wt - 3400		e - RECIP-FUEL	INJECTED				
No. of Seats - 4	Rated Power	~ - 300 HP					
-Environment/Operations Information							
Weather Data	Itinerary			Airport P	roximity		
Wx Briefing - FSS	Last Departu	ure Point		ON AIRP	ORT		
Method - TELEPHONE	COLUMBUS, N	AS					
Completeness - UNK/NR	Destination			Airport Da			
Basic Weather - VMC	CAMDEN, TN				SCOTT FIEL		
Wind Dir/Speed- 260/005 KTS						15	
Visibility - 5.0 SM	ATC/Airspace				Lth/Wid -		75
Lowest Sky/Clouds - 4000					Surface -		
Lowest Ceiling - 12000 Obstructions to Vision- NONE				Runway	Status -	WEI	
	Type Apch/Lr	ndg - NONE					
Precipitation - RAIN Condition of Light - DAYLIG	цт						
Personnel Information							
Pilot-In-Command	Age - 26		Certificat			WAIVERS/	LIMIT
Certificate(s)/Rating(s)	Biennial Flight Re	eview	Fligh	t Time (Ho			_
PRIVATE	Current	- YES Tota	al -	278		Hrs - UN	
SE LAND	Months Since	- 20 Make	e/Model-	220		Days- UN	
	Aircraft Type	- B-35 Ins	trument-	4	Last 90	Days- UN	K/NR
Instrument Rating(s) - NONE							
Narrative							
	A LIEAVY WEATHER OVETEN DAG						
PILOT REPORTED THAT SHORTLY AFTER	A MEAVY WEATHER SYSTEM PAS	SED UVER, HE AIII	EMPIEU A IA	KEUFF FRUM	A WEI		

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File No 4	27 7/30/88	PARSON, TN	A/C Reg. No.	. N38573	Time (Lcl) - 1650 CDT
Occurrence #1 Phase of Operation 1. AIRSPEED(VLOF) 2. DIRECTIONAL CON 3. ROTATION - PREM	TAKEOFF - GROUND - NOT OBTAINED - P FROL - NOT MAINTAI	RUN ILOT IN COMMAND NED - PILOT IN COMMA	ND		
Occurrence #2 Phase of Operation		•	ER		
Finding(s) 4. TERRAIN CONDITI	DN - DITCH				
Probable Cause		· · · · · · · · · · · · · · · · · · ·			
The National Transpo is/are finding(s) 2,		rd determines that t	he Probable Cause(s)	of this ac	cident

Factor(s) relating to this accident is/are finding(s) 1

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Brief of Accident

Type of Operation-PERSONALDESTROYEDFatalSeriousMinoFlight Conducted Under-14 CFR 91NONEPass001Accident Occurred During-DESCENTNONEPass001Aircraft InformationMake/Model- CONTINENTAL ID-360ELT Installed/ActivatMaxe/Model- VAN RV-4Eng Make/Model- CONTINENTAL ID-360ELT Installed/ActivatLanding Gear- TAILWHEL-ALL FIXEDNumber Engines - 1Stall Warning SystMax Gross Wt- 1500Rated Power- 180 HP-Environment/Operations InformationWas Briefing- NO RECORD OF BRIEFINGLast Departure PointOFF AIRPORT/STRIPMethod- N/ADestinationAirport DataLOCALUAWay Ident- N/AWind Dir/Speed- 310/008 KTSCompleteness- NONERunway Ident- N/AUsibility- 6.0 <sm< td="">ATC/AirspaceRunway Surface - N/ALowest Ceiling- NONEObstructions to Vision- HAZEType of Clearance - NONERunway Surface - N/AN/AObstructions to Vision- HAZEType Apch/Lndg- NONERunway Status - N/APrecipitation- NONEType Apch/Lndg- NONEPresonnel InformationParcipitation- Age - 42Medical Certificate - VALID MEDICAL-WAIVERS/</sm<>		Injuries	Ini		t Damage		 Certificate-NONE (GENERAL	-Basic Information Type Operating C
Fight Conducted Under -14 CFR 91 Accident Occurred During NONE Pass O 0 1 Accident Occurred During -DESCENT -DESCENT -Aircraft Information Make/Model - CONTINENTAL ID-360 ELT Installed/Activat -Aircraft Information Make/Model - VAN RV-4 Eng Make/Model - CONTINENTAL ID-360 ELT Installed/Activat Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning Syst Max Gross Wt - 1500 Engine Type - RECIP-FUEL INJECTED Stall Warning Syst Max Gross Wt - 1500 Engine Type - RECIP-FUEL INJECTED No. of Seats 2 Environment/Operations Information Water Power - 180 HP	or None							if the openating of
Accident Occurred During -DESCENT -Aircraft Information Make/Model - VAN RV-4 Eng Make/Model - CONTINENTAL IO-360 ELT Installed/Activat Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning Syst Max Gross Wt - 1500 Eng Make/Model - RECIP-FUEL INJECTED Stall Warning Syst No. of Seats - 2 Rated Power - 180 HP	o o	0 0	1 0	1	Crew	Fire		
Aircraft Information Make/Model - VAN RV-4 Eng Make/Model - CONTINENTAL ID-360 ELT Installed/Activat Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning Syst Max Gross Wt - 1500 Engine Type - RECIP-FUEL INJECTED No. of Seats - 2 Rated Power - 180 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- 310/008 KTS Runway Ident - N/A Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Status - N/A Lowest Ceiling - NONE Type Apch/Lndg - NONE Runway Status - N/A Obstructions to Vision- HAZE Type Apch/Lndg - NONE Runway Status - N/A Precipitation - NONE Condition Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/	1 0	0 1	0 0	0	Pass	NONE		
Aircraft Information Make/Model - VAN RV-4 Eng Make/Model - CONTINENTAL IO-360 ELT Installed/Activat Landing Gear - TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning Syst Max Gross Wt - 1500 Engine Type - RECIP-FUEL INJECTED No. of Seats - 2 Rated Power - 180 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed 310/008 KTS Runway Ident - N/A Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - N/A Lowest Sky/Clouds - UNK/NR Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- HAZE Type Apch/Lndg - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - NONE Runway Status - N/A Precipitation - NONE AYLIGHT							ed During -DESCENT	Accident Occurre
Landing Gear TAILWHEEL-ALL FIXED Number Engines - 1 Stall Warning Syst Max Gross Wt - 1500 Engine Type - RECIP-FUEL INJECTED No. of Seats - 2 Rated Power - 180 HP							ion	
Max Gross Wt - 1500 Engine Type - RECIP-FUEL INJECTED No. of Seats - 2 Rated Power - 180 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A NASHVILE,TN OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - WC LOCAL Runway Ident - N/A Wind Dir/Speed- 310/008 KTS Runway Ident - N/A LOCAL Runway Lth/Wid - N/A Usibility - 6.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - N/A Obstructions to Vision- HAZE Type Apch/Lndg - NONE Runway Status - N/A Personnel Information Prilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/				EL1	NTINENTAL IO-360	Eng Make/Model - (
No. of Seats 2 Rated Power 180 HP Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A NASHVILLE, TN OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed- 310/008 KTS Runway Ident - N/A Visibility - 6.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - UNK/NR Type of Flight Plan NONE Runway Surface - N/A Obstructions to Vision- HAZE Type of Clearance NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - NONE - N/A Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/	tem – NO	11 Warning System	Stall Warn					
Environment/Operations Information Weather Data Itinerary Airport Proximity Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC LOCAL Wind Dir/Speed- 310/008 KTS Runway Ident - N/A Visibility - 6.0 SM ATC/Airspace Runway Ident - N/A Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- HAZE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/								
Weather Data Itinerary Airport Proximity Wx Briefing NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A NASHVILLE,TN OFF AIRPORT/STRIP Method - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed- 310/008 KTS Runway Ident - N/A Visibility - 6.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds UNK/NR Type of Flight Plan NONE Runway Surface - N/A Obstructions to Vision- HAZE Type Apch/Lndg - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - NONE - N/A Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/					180 HP	Rated Power -	2	No. of Seats -
Wx Briefing - NO RECORD OF BRIEFING Last Departure Point OFF AIRPORT/STRIP Method - N/A NASHVILLE,TN Airport Data Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed- 310/008 KTS Runway Ident - N/A Visibility - 6.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - N/A Obstructions to Vision- HAZE Type of Clearance - NONE Runway Status - N/A Obstruction of Light - DAYLIGHT - Precipitation - NONE - NONE - N/A Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/							tions Information	Environment/Operat
Method - N/A NASHVILLE,TN Completeness - N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed-310/008 KTS Runway Ident - N/A Visibility - 6.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- HAZE Type Apch/Lndg - NONE - N/A Precipitation - NONE Type Apch/Lndg - NONE Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/								
Completeness N/A Destination Airport Data Basic Weather - VMC LOCAL Runway Ident - N/A Wind Dir/Speed-310/008 KTS Runway Ident - N/A Visibility - 6.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds UNK/NR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- HAZE Type Apch/Lndg - NONE Runway Status - N/A Precipitation - NONE Condition of Light - DAYLIGHT - Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/		ORT/STRIP	OFF AIRPORT/STR	OFF /				5
Basic Weather - VMC LOCAL Wind Dir/Speed- 310/008 KTS Runway Ident - N/A Visibility - 6.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds UNK/NR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- HAZE Type Apch/Lndg - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - NONE - NONE - N/A Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/			· · · ·					
Wind Dir/Speed- 310/008 KTS Runway Ident - N/A Visibility - 6.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds UNK/NR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- HAZE Type Apch/Lndg - NONE Runway Status - N/A Precipitation - NONE Type Apch/Lndg - NONE - N/A Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/		a	oort Data	Airport		—		
Visibility - 6.0 SM ATC/Airspace Runway Lth/Wid - N/A Lowest Sky/Clouds - UNK/NR Type of Flight Plan - NONE Runway Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision HAZE Type Apch/Lndg - NONE - N/A Precipitation - NONE Type Apch/Lndg - NONE - Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/				0		LUCAL		
Lowest Ský/Clouds - UNK/NR Type of Flight Plan - NONE Runwaý Surface - N/A Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- HAZE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/								
Lowest Ceiling - NONE Type of Clearance - NONE Runway Status - N/A Obstructions to Vision- HAZE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/						• •		
Obstructions to Vision- HAZE Type Apch/Lndg - NONE Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42		$\frac{1}{2}$	Runway Surrace	Runwa				
Precipitation - NONE Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/		itatus N/A	unway status	Kuliwa				
Condition of Light - DAYLIGHT Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/					NONE	Type Apen/Endg		
 Personnel Information Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/								
Pilot-In-Command Age - 42 Medical Certificate - VALID MEDICAL-WAIVERS/								
	/			to - VAL	Modical Contifica	Aco - 42		
						Biennial Flight Review		
	- 5	Last 24 Hrs -	Last	110	Total -	Current - YFS		
SE LAND Months Since - 10 Make/Model- 12 Last 30 Days-		Last 30 Days-	Last	12	Make/Model-	Months Since - 10		
		Last 90 Days-) Last	0	Instrument-	Aircraft Type - C-172		
						· · · · · · · · · · · · · · · · · · ·		
Instrument Rating(s) - NONE							{ating(s) - NONE	Instrument R

NO MECHANICAL DISCREPANCIES WITH THE ACFT PRIOR TO THE ACCIDENT.

File No 5	85 8/02/88	ASHLAND CITY, TN	A/C Reg. No. N223RD	Time (Lc1) - 1950 CDT	
.Occurrence #1 Phase of Operation	IN FLIGHT COLLI MANEUVERING	SION WITH OBJECT			
Finding(s) 1. OBJECT - WIRE,S 2. ALTITUDE - IN 3. VISUAL LOOKOUT 4. JUDGEMENT - POO	ADEQUATE - PILOT : - INADEQUATE - PII	LOT IN COMMAND			
Occurrence #2 Phase of Operation		SION WITH TERRAIN/WATER TROLLED			
Probable Cause					
The National Transpo is/are finding(s) 2,		ard determines that the I	Probable Cause(s) of this accide	ent	

Factor(s) relating to this accident is/are finding(s) 4

.

Brief of Accident

-Basic Information Type Operating Certificate-NONE (GENERA		nonaft Damago			Tri	nioc	
Type operating centificate-none (General		rcraft Damage SUBSTANTIAL	F	atal		ıries Minor	None
Type of Operation -PERSONAL		-	Crew	0	0	1	
Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING		IONE	Pass	Ō	0	1	Ō
Make/Model - AERO COMMANDER 100-180		- LYCOMING 0-360-A	2F				d - YES/YE
Landing Gear - TRICYCLE-FIXED	Number Engines				tall Warni	ng Syste	em − YES
Max Gross Wt - 2450		- RECIPROCATING-CA	RBURETOR				
No. of Seats - 4	Rated Power	- 180 HP					
-Environment/Operations Information							
Weather Data	Itinerary		Ai	rport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING	Last Departure	Point		OFF AI	RPORT/STRI	Р	
Method - N/A Completeness - N/A	SAME AS ACC/I	NC					
				port Da			
Basic Weather - VMC	LITTLE ROCK,A	R			N ARPT.		
Wind Dir/Speed- 060/007 KTS					Ident	- 36	
Visibility - 20.0 SM Lowest Sky/Clouds - UNK/NR	ATC/Airspace				Lth/Wid		
Lowest Ceiling - 15000 FT OVER	Type of Flight				Surface Status		. I
Obstructions to Vision- NONE		- TOUCH AND GO		Kunway	Status	DRT	
Precipitation - NONE	Type Apen/Endg	TODELL WID GO	,				
Condition of Light - DAYLIGHT							
-Personnel Information Pilot-In-Command	Age - 49	Medical Certi	ficato -		MEDICAL	ATVEDS /I	TMTT
Certificate(s)/Rating(s)	Biennial Flight Revie		Flight T			AIVER5/E	10111
PRIVATE			- 144			4 Hrs -	. 3
SE LAND	Months Since -					0 Days-	
	Aircraft Type - U	NK/NR Instrumer	nt- 14	4	Last 9	0 Days-	22
		Multi-Eng	y- 4	0			
Instrument Rating(s) - AIRPLANE							

DURING A PRACTICE TOUCH AND GO LANDING, THE ENGINE BACK FIRED AND THEN SURGED. AT ABOUT 150' AGL THE ENGINE RPM DROPPED ABOUT 80% AND THE PILOT ATTEMPTED TO MAKE AN EMERGENCY LANDING IN AN OPEN FIELD. THE AIRCRAFT FLEW OVER A TRASH DUMP AND BETWEEN TWO TREES. WHILE ATTEMPTING TO CLEAR A FENCE THE STALL WARNING HORN WENT OFF. THE AIRCRAFT CONTACTED THE GROUND LEFT MAIN AND WING FIRST CAUSING SUBSTANTIAL DAMAGE. EXAMINATION OF THE ENGINE FOUND THAT THE ENGINE EXHAUST MUFFLER HAD FAILED INTERNALLY BLOCKING THE EXHAUST OUTLET.

Time (Lcl) - 1515 CST File No. - 557 1/02/88 MINEOLA QUITMAN, TX A/C Reg. No. N3709X Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF Phase of Operation TAKEOFF - INITIAL CLIMB Finding(s) 1. CLIMB - NOT POSSIBLE -2. EXHAUST SYSTEM, MUFFLER - FAILURE, PARTIAL 3. EXHAUST SYSTEM, MUFFLER - BLOCKED(PARTIAL) _____ FORCED LANDING Occurrence #2 Phase of Operation DESCENT - EMERGENCY Finding(s) 4. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER Phase of Operation LANDING - FLARE/TOUCHDOWN Finding(s) 5. TERRAIN CONDITION - HIGH OBSTRUCTION(S) 6. FLARE - NOT POSSIBLE -----Probable Cause----The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 5

· · · ·	Brief of Ad						
File No 509 2/20/88 BIG	SPRING, TX	A/C Reg. No. N	N29779	т	ime (Lcl) -	1425 CST	
-Basic Information							
Type Operating Certificate-NONE (GENER	-	ircraft Damage			Injur		
		DESTROYED	· • • • • •	Fatal			None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		ire	Crew Pass	1	0	0	0
Accident Occurred During -DESCENT	·	NONE	Pass	0	• 0	0	0
-Aircraft Information							
Make/Model - TAYLORCRAFT BC12-D Landing Gear - TAILWHEEL-ALL FIXED	Eng make/mode Number Engines	I - LYCOMING O-	-320-828		Installed/A tall Warnir		
Max Gross Wt - 1200	Engine Type	- RECIPROCATI			tari warnin	ig system	- 163
No. of Seats - 2	Rated Power		ING-CARDORE I	UK			
-Environment/Operations Information	•						
Weather Data	Itinerary				Proximity		
Wx Briefing - NO RECORD OF BRIEFIN				ON AIR	PORT		
Method - N/A	SAME AS ACC/	INC					
Completeness - N/A	Destination		Α	irport Da			
Basic Weather - VMC	LOCAL				S RANCH PRV		
Wind Dir/Speed- 230/016 KTS						19	
Visibility - 20.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight				Lth/Wid - Surface -		NK/NR
Lowest Ceiling - NONE	Type of Cleara				Status -		
Obstructions to Vision- NONE	Type Apch/Lndg		C PATTERN	Kullway	Status	DKI	
Precipitation - NONE	Type Apony Endg						
Condition of Light - DAYLIGHT							
 -Personnel Information							
Pilot-In-Command	Age - 55	Medical	Certificate	- VALID	MEDICAL-WA	IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight Revie			Time (He		- •	
COMMERCIAL	Current - Y	YES Tota	al - 5	870	Last 24		1
SE LAND, ME LAND	Months Since -	17 Make	e/Model-	125	Last 30) Days- UN	
	Aircraft Type - I		trument- UNK) Days- UN	
,		Mult	ti-Eng -	15	Rotorcr	aft - UN	K/NR
Instrument Rating(s) - AIRPLANE							
-Narrative			•				
PILOT WAS ON A LOCAL PLEASURE FLIGHT PRA							
NESSES THOUGHT THE PILOT WAS ENTERING THE							
Y NOTED A POWER REDUCTION AFTER WHICH THE							
TINUED UNTIL IT COLLIDED WITH THE GROUND.							
EASE, WITH SIGNIFICANT THREE VESSEL CORON							
ISTANT REGIONAL FLIGHT SURGEON CONSIDERED	THAT THE PILUT PROBABI	T HAD A SUDDEN	N SEVERE INF	LIGHT IN	JAPACITATIC	N N	

PAGE 358

IN THIS INSTANCE.

File No 5	09 2/20/88	BIG SPRING, TX	A/C Reg. No. N29779	Time (Lcl) - 1425 CST	
Occurrence #1 Phase of Operation	LOSS OF CONTROL - Approach	IN FLIGHT			
Finding(s) 1. INCAPACITAT	ION(HEART ATTACK) -	PILOT IN COMMAND			
Occurrence #2 Phase of Operation	IN FLIGHT COLLISI DESCENT - UNCONTR	ON WITH TERRAIN/WATER OLLED			
Probable Cause					
The National Transpo	rtation Safety Boar	d determines that the	Probable Cause(s) of this accide	nt	

is/are finding(s) 1

Brief of Accident

Basic Information							
Type Operating Certificate-NONE (GENERAL	AVIATION)	Aircraft Damage				uries	
		SUBSTANTIAL	_	Fatal	Serious		None
Type of Operation -PERSONAL		Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	(NONE	Pass	0	0	0	1
Accident Occurred During -LANDING - FLA	RE/TOUCHDOWN						
Aircraft Information							
Make/Model - CESSNA 210L	Eng Make/M	Nodel - CONTINENTAL	IO-520-H4/	A ELT	Installed	/Activated	d - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Eng	gines - 1		S	tall Warn	ing System	n - YES
Max Gross Wt - 3400	Engine Typ	e - RECIP-FUEL I	NJECTED				
No. of Seats - 6	Rated Powe	er - 285 HP					
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 070/007 KTS Visibility - 30.0 SM - Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Cle	E CITY,UT	PATTERN	ON AIR Airport D SAINT Runway Runway Runway Runway Runway	ata GEORGE Ident Lth/Wid Surface Status	- 16 - 6101/ - ASPHALT - DRY	
Personnel Information	1	Nodi1 0					. /
	Age - 46 Rioppial Elight (Certificate	e - VALID t Time (He		NU WAIVERS	
	Biennial Flight F Current	-YES Total		238.		24 Hrs -	4
			_	2.00	Lasi,	<u> </u>	
PRIVATE SE LAND	Months Since		Model-	50	last '	30 Days- l	INK / NR

Instrument Rating(s) - NONE

----Narrative----

THE PRIVATE PLT AND HIS WIFE WERE LANDING AT THEIR DESTINATION. JUST PRIOR TO TOUCHDOWN THE AIRCRAFT ENCOUNTERED STRONG WIND GUSTS. DIRECTIONAL CONTROL WAS LOST AND AT TOUCHDOWN THE LANDING GEAR COLLAPSED. THE AIRCRAFT WAS PUSHED OFF TO THE RIGHT OF THE RUNWAY. THE WINDS WERE REPORTED AS 070 DEGREES AT 7, GUSTING TO 35.

File No 45	4 5/15/88	ST. GEORGE,UT	A/C Reg. No. N732BR	Time (Lc1) - 1715 MDT	
Occurrence #1 Phase of Operation					
inding(s) 1. WEATHER CONDITIO 2. COMPENSATION F 3. WEATHER CONDITIO 4. AIRCRAFT PERFORM	OR WIND CONDITION N - CROSSWIND	S - INADEQUATE - PILOT	IN COMMAND		
ccurrence #2 hase of Operation					ч
6. GO-AROUND - NOT	PERFORMED - PILOT	NED - PILOT IN COMMAND IN COMMAND			
ccurrence #3 hase of Operation					
inding(s) 7. TERRAIN CONDITIO	N - SOFT	• •		· · · · ·	
Probable Cause	/				

is/are finding(s) 2,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,3

Brief of Accident

File No 487 6/30/88 ROANOKE	VA /	\/C Reg. No. N434	Ň 	T	ime (Lcl) -	1315 ED	т
Basic Information Type Operating Certificate-NONE (GENERAL #		rcraft Damage JBSTANTIAL		Fatal	Injur Serious	ies Minor	None
Type of Operation -FERRY Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fi		Crew Pass	0	0 0	0 0	1 0
Aircraft Information Make/Model - TRAVEL AIR D4D Landing Gear - TAILWHEEL-ALL FIXED Max Gross Wt - 2650 No. of Seats - 2	Number Engines	- LYCOMING ID-360 - 2 - RECIP-FUEL INJU - 180 HP			Installed/A tall Warnin		
Environment/Operations Information Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Itinerary Last Departure F DAYTON,OH	Point		Airport ON AIR	Proximity PORT		
Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 130/003 KTS Visibility - 25.0 SM	Destination ROANOKE,VA			Runway	E REGIONAL Ident -	33	150
Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 2500 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight F Type of Clearand Type Apch/Lndg	ce - VFR		Runway	Lth/Wid - Surface - Status -		-
	je - 64 ennial Flight Review	Medical Cer		e - EXPIR ht Time (H			
COMMERCIAL, ATP SE LAND, ME LAND, ME SEA	Current - Y	S Total	- 2	7000	Last 24 Last 30		6 52

Instrument Rating(s) - AIRPLANE

----Narrative----

THE PLT REPORTED THAT DURING THE LANDING ROLL THE TAIL WHEEL BEGAN TO SHIMMY. HE STATED THAT SINCE THERE WAS NOT ENOUGH AIRSPEED TO LIFT THE TAIL OF THE ACFT, HE APPLIED BRAKES IN AN ATTEMPT TO SLOW THE ACFT. AT THIS TIME THE ACFT VEERED TO THE RIGHT. HE APPLIED LEFT BRAKE TO STRAIGHTEN THE ACFT BUT THE BRAKE WAS INEFFECTIVE. TO PREVENT THE ACFT FROM TRAVELING OFF THE RUNWAY AND ONTO THE TAXIWAY WHERE WORKMEN AND EQUIPMENT WERE PRESENT, THE PLT GROUNDLOOPED THE AC FT. THE PLT REPORTEDLY SERVICED THE BRAKES JUST PRIOR TO THIS FLT. THE ACFT WAS MOVED AFTER THE ACCIDENT BEFORE IT COULD BE INSPECTED.

File No 4	87 6/30/88	ROANOKE, VA	A/C Reg. No.	N434N	Time (Lc1) - 1315 EDT
Occurrence #1 Phase of Operation	LOSS OF CONTROL Landing - Roll	- ON GROUND	· .		
Finding(s) 1. LANDING GEAR,TA 2. DIRECTIONAL C 3. LANDING GEAR,NO	ONTROL - NOT MAINT	AINED - PILOT IN CO	MMAND		
Occurrence #2 Phase of Operation	MAIN GEAR COLLAP Landing - Roll	SED			
Finding(s) 4. LANDING GEAR,MA	IN GEAR STRUT - OV	ERLOAD			
Probable Cause					

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

y.

Brief of Accident

Basic Information Type Operating Certificate-NONE	GENERAL A	(IATION)	Aircraft D	amage		Ini	uries	
			SUBSTANTI		Fatal			None
Type of Operation -GLID	ER TOW		Fire		ew O	0	-	1
Flight Conducted Under -14 (CFR 91		NONE	Pa	ss 0	0	0	0
Accident Occurred During -LAND	DING							
Aircraft Information								
Make/Model - BELLANCA 7GCAA				ING 0-320-A28		T Installed		
Landing Gear - TAILWHEEL-ALL F	IXED	Number Engir				Stall Warn	ing System	- NO
Max Gross Wt - 1650 No. of Seats - 2				ROCATING-CARB	URETOR			
NO. OF Seats - 2		Rated Power	- 15	0 HP 				
Environment/Operations Informatio	on							
Weather Data		Itinerary				t Proximity		
Wx Briefing - NO RECORD OF	BRIEFING	Last Departur	e Point		OFF	AIRPORT/STR	IP	
Method - N/A		WINDSOR, VA				Data		
Completeness - N/A		Destination			Airport			
Basic Weather - VMC		LOCAL			GARN	ay Ident	- N/A	
Wind Dir/Speed- 130/006 KTS Visibility - 6.0 SM		ATC/Airspace				ay Lth/Wid		
Lowest Sky/Clouds - 3500	ET SCATTER		+ Plan - N			ay Surface		IDF
Lowest Ceiling - NONE	JII SÇATILK	Type of Clear				ay Status		
Obstructions to Vision- HAZE		Type Apch/Lnd				ay status	DICT	
Precipitation - NONE			9					
Condition of Light - DAYLI	GHT							
Personnel Information								
Pilot-In-Command	Aa	e - 28	Me	dical Certifi	cate - EXP	IRED		
Certificate(s)/Rating(s)	Bi	ennial Flight Rev			ight Time			
COMMERCIAL, MILITARY		-		Total -	1900	last	24 Hrs -	· 4
SE LAND, ME LAND		Current - Months Since -	10	Make/Model-	170	Last	30 Days-	12
GLIDER				Instrument-	UNK/NR	Last	90 Days-	82
				Multi-Eng -	1050	Rotor	craft - UN	NK/NR
Instrument Rating(s) - AIF	PLANE			•				
Narrative						,		
E ON LONG FINAL AFTER A GLIDER TO						ODEN STELD		

PROCEDURE FOR THE TOW ACFT TO TAKEOFF WITH THE MINIMUM AMOUNT OF FUEL ON BOARD TO COMPLETE THE FLIGHT.

File No 4	88 7/24/88	WINDSOR, VA	A/C Reg. No. N31253	Time (Lc1) - 1815 EDT
Occurrence #1 Phase of Operation 1. PREFLIGHT PLANN 2. FUEL SUPPLY - I 3. FLUID,FUEL - EX	APPROACH - VFR F ING/PREPARATION - NADEQUATE - PILOT	ATTERN - FINAL APPR INADEQUATE - PILOT	OACH	
Occurrence #2 Phase of Operation		NCY		
Occurrence #3 Phase of Operation	-			
Finding(s) 4. TERRAIN CONDITI	ON - SOFT			
Probable Cause				

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

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Brief of Accident

File No 593 4/10/88 WALLA	WALLA,WA A/C R	eg. No. N736KG	Time (Lcl) - 1110 PDT			
-Basic Information Type Operating Certificate-NONE (GENERAL	SUBSTA		Fata1	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE		0	0 0	0 0	1. 2
-Aircraft Information Make/Model - CESSNA 172XP Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2550 No. of Seats - 4	Eng Make/Model - CO Number Engines - 1 Engine Type - RE Rated Power -	CIP-FUEL INJECTED			Activated - ng System -	
-Environment/Operations Information Weather Data	Itinerary	· · · · · · · · · · · · · · · · · · ·	Airport	Proximity		
Wx Briefing - NO RECORD OF BRIEFING Method - N/A	Last Departure Point ENTERPRISE,OR			RPORT/STRIF		
Completeness - N/A Basic Weather - VMC	Destination WALLA WALLA,WA	۵	irport Da	ata		
Wind Dir/Speed- LIGHT AND VARIABLE Visibility - 50.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	ATC/Airspace Type of Flight Plan Type of Clearance Type Apch/Lndg	- NONE	Runway Runway	Lth/Wid - Surface -	- N/A - N/A - GRASS/TUR - WET SOFT	:F
Personnel Information Pilot-In-Command	Age - 36	Medical Certificate				т
	Biennial Flight Review		Time (H			•
PRIVATE SE LAND	Current - YES Months Since - 22 Aircraft Type - UNK/NR	Total - Make/Model- Instrument-	91 7 1	Last 24 Last 30 Last 90	4 Hrs -) Days- UNM) Days-	1 :/NR 2

Instrument Rating(s) - NONE

----Narrative----

DURING DESCENT FOR LANDING THE PILOT NOTED A SURGE COMING FROM THE ENGINE AREA, ACCOMPANIED BY AN INCREASE IN RPM'S. BOTH THE OIL TEMPERATURE AND THE OIL PRESSURE GAUGES WERE READING ZERO. THE CYLINDER HEAD TEMPERATURE HAD REACHED 500 DEGREES AND SMOKE WAS COMING FROM THE ENGINE AREA. THE PILOT THEN SHUT DOWN THE ENGINE. LANDING WAS ACCOMPLISHED ONTO A SOFT COW PASTURE. DURING LANDING ROLL THE AIRCRAFT NOSED OVER INVERTED. METALLURGICAL EXAMINATION REVEALED HEAT DAMAGE AND OVERSTRESS FRACTURES OF THE COMPONENTS EXAMINED. THE OIL PUMP DRIVE KEY WAS FOUND TO HAVE SHEARED.

File No 5	93 4/10/88	WALLA WÂLLA,WA	A/C Reg. No. N736KG	Time (Lcl) - 1110 PDT
Dccurrence #1 Phase of Operation		DWER(PARTIAL) - MECH FA	ILURE/MALF	
Finding(s) 1. LUBRICATING SYS 2. FLUID,OIL - NO 3. ENGINE ASSEMBLY 4. POWERPLANT - SM	PRESSURE ,CYLINDER - OVERTE			
Occurrence #2 Phase of Operation				
Occurrence #3 Phase of Operation	LANDING - ROLL		· · · ·	
Probable Cause				

is/are finding(s) 1,2

Brief of Accident

File No 592 6/03/88 OLYMP	IA,WA A/C	Reg. No. N90134		Time (Lcl) -	2030 PD	Г
Basic Information Type Operating Certificate-NONE (GENERAL	AVIATION) Aircra SUBST	ft Damage ANTIAI	Fatal	Injur Serious		None
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91 Accident Occurred During -LANDING	Fire NONE	Crew Pass	0	0 0	0	1
Aircraft Information						
Make/Model - CESSNA 175 Landing Gear - TRICYCLE-FIXED Max Gross Wt - 2450 No. of Seats - 4	Number Engines - Engine Type - R	DNTINENTAL GO-300-A 1 ECIPROCATING-CARBURE 175 HP	TOR	Installed/A Stall Warnir	g System	- YES
Environment/Operations Information						
Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 300/007 KTS Visibility - 15.0 SM	LONG BEACH,WA Destination OLYMPIA,WA ATC/Airspace		ON AII Airport (OLYMP Runway Runway	Data IA y Ident - y Lth/Wid -		150
Lowest Sky/Clouds - 5000 FT SCAT Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	Type of Flight Plan Type of Clearance Type Apch/Lndg			y Surface - y Status -		
Personnel Information Pilot-In-Command	Age - 38	Medical Certificat				/
Certificate(s)/Rating(s)	Age - 38 Biennial Flight Review	Fligh	t Time (I	Hours)		
PRIVATE	Current - UNK/N	R Total -	100	Last 24	Hrs - U	NK/NR
SE LAND	Months Since - UNK/N Aircraft Type - UNK/N		<td>Last 90</td> <td>Days- UN Days- UN aft - UN</td> <td>NK/NR</td>	Last 90	Days- UN Days- UN aft - UN	NK/NR
Instrument Rating(s) - NONE		- .				
Narrative FTER REDUCING POWER IN ORDER TO LAND ONTO THE F THE RUWNAY AND DURING LANDING ROLL A DITCH NSPECTION REVEALED 2 2/3 GALLONS OF FUEL REM AIN FUEL TANK. THE AIRCRAFT HAD SAT ON THE GE DUND RUPTURED. THE SPARK PLUGS SHOWED SIGNS (DWERPLANT FAILURE WAS FOUND. THE PILOT FAILED	WAS STRUCK COLLAPSING THE INING IN THE LEFT WING FU COUND FOR TWO DAYS PRIOR T OF A VERY LEAN MIXTURE BEI	RIGHT MAIN AND NOSE EL TANK. NO FUEL WAS D EXAMINATION AND A NG USED. NO MECHANIC.	GEAR. A FOUND II FUEL LINI	IRCRAFT N THE RIGHT E WAS	HORT	

File No 59	2 6/03/88 OLYMPIA,WA	A A/C Reg. No. N90134	Time (Lc1) - 2030 PDT
	LOSS OF ENGINE POWER LANDING		
Finding(s) 1. POWERPLANT CONTR	OLS - IMPROPER - PILOT IN COM	1MAND	
Occurrence #2 Phase of Operation		· · · · · · · · · · · · · · · · · · ·	
Phase of Operation 2. LANDING GEAR,NOS		RAIN/WATER	

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Brief of Accident

Basic Information								
Type Operating Certificate-NONE (G	ENERAL AVIATION)	Aircraft				Injur		
	•	DESTROYE	כ		Fatal	Serious		None
Type of Operation -PERSONA		Fire		Crew	0	0	1	0
Flight Conducted Under -14 CFR Accident Occurred During -DESCENT		NONE		Pass Other	0 0	0 0	0 4	0 0
Make/Model - BEECH 58P	Eng Make/	Model - CONT	INENTAL TSI)-520-L	(4) ELT	Installed/#	Activated	- YES-UNK/N
Landing Gear - TRICYCLE-RETRACTAB		gines - 2				tall Warnir		
Max Gross Wt - 5995		pe - RECI	P-FUEL INJE	CTED	-		.g -,	
No. of Seats - 6	Rated Pow							
Environment/Operations Information								
Weather Data	Itinerary				Airport	Proximity		
Wx Briefing - NO RECORD OF BRI	EFING Last Depar	ture Point			OFF AI	RPORT/STRIF	>	
Method - N/A	CHELAN, W							
Completeness - N/A	Destination			A	irport D	ata		
Basic Weather - VMC	SEATTLE,	WA						
Wind Dir/Speed- 180/010 KTS							- N/A	
Visibility - 20.0 SM	ATC/Airspace					Lth/Wid -		
Lowest Sky/Clouds - 2500 FT						Surface -		
Lowest Ceiling - NONE	Type of Cl	earance - I	JNK/NR		Runway	Status -	- DRY	
	Type Apch/	Lndg - I	FORCED LAND	ING				
Precipitation - NONE								
Condition of Light - DAYLIGHT								
Personnel Information							/	
Pilot-In-Command	Age - 63 Biennial Flight	M	edical Cert				IVERS/LIM	IT
Certificate(s)/Rating(s)	Biennial Flight	Review		Flight	Time (H	ours)		
PRIVATE	Current	- YES	Total	- 1	108	Last 24	Hrs -	1
SE LAND, ME LAND	Months Since	- 24	Make/Mode	BI- UNK		Last 30	Days-	5
	Months Since Aircraft Typ	e - BE-58P	Instrumer	nt- UNK	/NR	Last 90) Days-	9
			MUITI-ENG	g - UNK	/ NK	ROTOPCI	raft - UN	K/NR
Instrument Rating(s) - AIRPLA	NE							
E PLT REPORTED THAT 20 GALLONS OF FUEL	WAS ADDED ON MAY 18 A							
LL (160 GAL). BETWEEN THAT FUELING AND								
EL WAS ADDED. RECORDS AT THE ACC SITE								
T REPORTED THAT HE RELIED ON THE EXTER								
E COCKPIT GAUGES WHICH HE CONSIDERED U								
KEEP THE ACFT WEIGHT LOW. AFTER DEPAR PROX 8 NM SHORT OF DEST. THE PLT THEN								

APPROX 8 NM SHORT OF DEST. THE PLT THEN EXECUTED A FORCED LDG ONTO A DIVIDED RESIDENTIAL STREET WHICH WAS THE ONLY SUITABLE TERRAIN AVAILABLE. DURING THE LDG THE ACFT STRUCK A LIGHT POLE AND VEHICLE. POST ACC INVEST REVEALED THAT THE ACFT WAS NOT REFUELED AT CHELAN, WA FOR THE RETURN TRIP. ______

File No	554 6	5/18/88	BELLEVUE, WA	A/C Reg.	No. N17795	 Time (Lcl) - 140	6 PDT
Occurrence #1 Phase of Operation	LOSS OF DESCENT	ENGINE PO - NORMAL	WER(TOTAL) - NON-MEC	HANICAL			
inding(s) 1. FLUID,FUEL - E 2. PREFLIGHT PL 3. REFUELING - NO	ANNING/PREF		INACCURATE - PILOT IN COMMAND	IN COMMAND		 	
ccurrence #2 hase of Operation					1.0 ×		
inding(s) 4. TERRAIN CONDIT 5. OBJECT - UTILI		SUITABLE					

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

Brief of Accident

Type of Operation -PERSONAL		craft Damage			Injur	ies	
Type of Uperation -PERSUNAL		STROYED	-	atal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	Fir		Crew	1 1	0	0	0
Accident Occurred During -DESCENT			Pass	-	·	•	
Aircraft Information							
Make/Model - CESSNA 150F	Eng Make/Model		0-200-A		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines				tall Warnin	g System	- YES
Max Gross Wt - 1600	Engine Type		IG-CARBURETO	\$			
No. of Seats - 2	Rated Power	- 100 HP					
Environment/Operations Information							
Weather Data	Itinerary	- • •			Proximity		
Wx Briefing - NO RECORD OF BRIEF Method - N/A		oint		OFF AIF	RPORT/STRIP	1	
Completeness - N/A	CASHMERE,WA Destination		٨١٠	port Da			
Basic Weather - IMC	UNK/NR		A 11	port ba	ita		
Wind Dir/Speed- UNK/NR	•••••			Runwa∨	Ident -	N/A	
Visibility - UNK/NR	ATC/Airspace				Lth/Wid -	N/A	
Lowest Sky/Clouds - UNK/NR	Type of Flight P	lan - NONE		Runway	Surface -	N/A	
Lowest Ceiling - UNK/NR	Type of Clearanc			Runway	Status -	N/A	
Obstructions to Vision- UNK/NR	Type Apch/Lndg	- NONE					
Precipitation - UNK/NR Condition of Light - DAYLIGHT							
Condition of Light - DAYLIGHI							
Personnel Information Pilot-In-Command							4 T T
Certificate(s)/Rating(s)	Age - 64 Rieppial Flight Poview	medical c	ertificate · Flight 1			IVERS/LIM	111
PRIVATE	Biennial Flight Review Current - YE	S Total	- 17(Hrs -	8
SE LAND	Months Since - 9	Make/	Model- UNK/N			Days-	
	Aircraft Type - UN	K/NR Instr	ument- UNK/M	I R	Last 90		
	21	Multi	ument- UNK/M -Eng - UNK/M	NR .	Rotorcr	aft ⁻ - UN	IK/NR

COLLIDED WITH TERRAIN DURING AN UNCONTROLLED DESCENT.

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File No 5	64 6/29/88	SKYKOMISH,WA	A/C Reg. No. N2RE	Time (Lc1) - 1030 PDT
Occurrence #1 Phase of Operation		TER WITH WEATHER		
inding(s) 1. WEATHER CONDITI 2. WEATHER CONDITI 3. VFR FLIGHT IN	DN - FOG	- PILOT IN COMMAND		
ccurrence #2 hase of Operation		ION WITH OBJECT		
inding(s) 4. OBJECT - TREE(S 5. CLEARANCE - N		LOT IN COMMAND		
ccurrence #3 hase of Operation		ION WITH TERRAIN/WATER ROLLED		
inding(s) 6. TERRAIN CONDITI	DN - MOUNTAINOUS/H	ILLY		

is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4,6

Brief of Accident

.

File No 430 7/08/88 5	EATTLE, WA	A/C Reg.	No. N67679		Time (Lcl) - 1730 PDT				
-Basic Information									
Type Operating Certificate-COMMUTER		Aircraft Da				Injuries			
Name of Carrier -KENMORE Type of Operation -SCHEDULE Flight Conducted Under -14 CFR 1	AIR HARBOR, INC.	SUBSTANTI		Fatal		ous Min		None	
Type of Operation -SCHEDULE	D,DOMESTIC,PASSENGER	Fire		rew O			0	1	
Flight Conducted Under -14 CFR 1	35	NONE	Pa	ass O	· C)	0	2	
Accident Occurred During -LANDING									
-Aircraft Information									
Make/Model - DEHAVILLAND DHC-2		odel - P&W		EL		ed/Activa			
Landing Gear - FLOAT		ines - 1			Stall Wa	arning Sys	tem -	YES	
Max Gross Wt - 5090	Engine Type		ROCATING-CAR	BURETOR					
No. of Seats - 8	Rated Power	- 45	0 HP						
-Environment/Operations Information									
Weather Data	Itinerary				t Proximi				
Wx Briefing - NO RECORD OF BRIE				, OFF	AIRPORT/S	STRIP			
Method - N/A	SEATTLE, W	4							
Completeness - N/A	Destination			Airport					
Basic Weather - VMC	SAME AS AG	CC/INC			UNION				
Wind Dir/Speed- 320/007 KTS					ay Ident				
Visibility - 30.0 SM	ATC/Airspace					id - N/A	_		
Lowest Sky/Clouds - CLEAR	Type of Flig					e - WATE			
Lowest Ceiling - NONE	Type of Clea			Runw	ay Status	S - WATE	R - Cł	HOPPY	
Obstructions to Vision- NONE	Type Apch/Lr		TRAIGHT-IN						
Precipitation - NONE		F	ULL STOP						
Condition of Light - DAYLIGHT									
-Personnel Information							/. .	-	
Pilot-In-Command			dical Certif			L-WAIVERS	/LIMI	I	
Certificate(s)/Rating(s)	Biennial Flight Re	- YES	F F	light Time	• •			~	
COMMERCIAL, CFI	Current	- YES	Total			st 24 Hrs		3	
SE LAND, ME LAND, SE SEA	Months Since			- 1/	Las	st 30 Days		47	
	Aircraft Type	- C-172	Instrument	- 164	Las	st 90 Days		100	
			Multi-Eng	- 500					
Instrument Rating(s) - AIRPLAN									
-Narrative									
THE FIRST LEG OF THE SCHEDULED FLOAT F T DECELERATED "OFF THE STEP," A POWER									
GTIP CONTACTED WATER.									

File No 430	7/08/88 SEATTLE,WA	A/C Reg. No. N67679	Time (LC1) - 1730 PDT
	RAGGED WING, ROTOR, POD, OR FLOAT ANDING - ROLL		
	- INTENTIONAL - Intained - driver of vehicle Experience in type of Aircraft - p	PILOT IN COMMAND	
Probable Cause	· · · · · · · · · · · · · · · · · · ·	the Probable Cause(s) of this accide	

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

Brief of Accident

Basic Information						
Type Operating Certificate-COMMUTER		t Damage		Injur		
	DESTRO		Fatal			None
Type of Operation -POSITIONING				0	1	0
Flight Conducted Under -14 CFR 91 Accident Occurred During -MANEUVERING	NUNE	Pass	0	0	0	0
Aircraft Information						
Make/Model - CESSNA 180K	Eng Make/Model - CC					- YES-UNK/M
Landing Gear - FLOAT Max Gross Wt - 3190	Number Engines - 1 Engine Type - RE			tall Warnin	ng System	- YES
No. of Seats - 4	U U U U	270 HP	LIUK			
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			OFF AI	RPORT/STRIP		
Method - N/A Completeness - N/A	SEATTLE,WA Destination		Ainmont D			
Basic Weather - VMC	NANAIMO,CA		Airport D	ata		
Wind Dir/Speed- 200/008 KTS	NANAIMO, CA		Runway	Ident -	N/A	
Visibility - 15.0 SM	ATC/Airspace			Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Flight Plan	- COMPANY (VFR)		Surface -		
Lowest Ceiling - NONE	Type of Clearance		Runway	Status -	N/A	
Obstructions to Vision- NONE	Type Apch/Lndg	- NONE				
Precipitation - NONE						
Condition of Light - DAYLIGHT						
Personnel Information Pilot-In-Command	Acc. 07	Madical Castifica				/. TMTT
Certificate(s)/Rating(s)	Age - 27 Biennial Flight Review	Medical certifica	ht Time (H	MEDICAL-NU	WAIVERS/	
COMMERCIAL, ATP	Current - YES	Total -	7017	Last 24		1
SE LAND, ME LAND, SE SEA	Months Since - 1				Days-	
	Aircraft Type - C-180				Days-	
		Multi-Eng -			-	
Instrument Rating(s) - AIRPLANE						
T WAS CRUISING AT 200 FEET OVER THE WATER.	LOOKED DOWN TO GET A CHAPT	UNDED HITS SEAT AND		WITH THE WA	TED	

File No 440	7/20/88 EASTSOUND,WA	A/C Reg. No. N2748K	Time (Lc1) - 1300 PDT
	LIGHT COLLISION WITH TERRAIN/WAT UVERING	ER	
	ATER OT MAINTAINED - PILOT IN COMMAND N - PILOT IN COMMAND		
Probable Cause	· · · · · · · · · · · · · · · · · · ·		

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board Washington, D.C. 20594

Brief of Accident

-Basic Information Type Operating Certificate-AGRICULTURAL		craft Damage			Iniur		
Type operating centricate-Addicollocat		BSTANTIAL		Fatal	Serious		None
Type of Operation -AERIAL APPLI		e	Crew	0			1
Flight Conducted Under -14 CFR 137	NO	NE	Pass	0	0	0	0
Accident Occurred During -TAKEOFF							
-Aircraft Information							
Make/Model - SCHWEIZER G164A	Eng Make/Model	- P&W R-985-AN1 - 1		ELT I	nstalled/A		
Landing Gear - TAILWHEEL-ALL FIXED					all Warnin	g System	- YES
Max Gross Wt - 4500	Engine Type Rated Power	- RECIPROCATING-CA	ARBURET	OR			
No. of Seats - 1	Rated Power	- 450 MP					
-Environment/Operations Information							
Weather Data	Itinerary				roximity		
W× Briefing - NO RECORD OF BRIEFING Method - N/A	i Last Departure P SAME AS ACC/IN			UFF AIR	PORT/STRIP		
Completeness - N/A	Destination			irport Da	+		
Basic Weather - VMC	LOCAL		А	Inpoint Da	ita		
Wind Dir/Speed- CALM	EGCAL			Runway	Ident -	N/A	
Visibility - 20.0 SM	ATC/Airspace				Lth/Wid -	•	
Lowest Sky/Clouds - CLEAR	Type of Flight P	lan - NONE			Surface -		
Lowest Ceiling - NONE	Type of Clearanc				Status -		
Obstructions to Vision- NONE	Type Apch/Lndg					,	
Precipitation - NONE	·) F · · · F · · · / = · · • 3						
Condition of Light - DAWN							
Pilot-In-Command	Age - 32 Biennial Flight Review Current - YE	Medical Cert	ificate	- VALID	MEDICAL-NO	WAIVERS	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		Flight	Time (Ho	urs)		
COMMERCIAL	Current - YE	S Total	- 3	200	Last 24	Hrs -	
SE LAND	Months Since - 4	Make/Mode	el- 1	500	Last 30		
	Aircraft Type - AC	-100 Instrumer	nt-	0	Last 90	Days-	300
Instrument Rating(s) - NONE							
-Narrative							
DEPARTURE WITH A LOAD OF CHEMICAL, AG PLT	ATTEMPTED TO OUTCLIMB R	ISING TERRAIN AHEA	AD. THE	AIRCRAFT	COLLIDED	WITH	

File No 437	7/21/88 CO	_FAX,WA	A/C Reg. No. N8974H	Time (Lc1) - 0600 PDT
Occurrence #1 IN F Phase of Operation TAKE		•	ATER	
Finding(s) 1. PREFLIGHT PLANNING/PR 2. TERRAIN CONDITION - R 3. PERFORMANCE DATA - 4. CLEARANCE - MISJUDGED 5. AIRSPEED - NOT MAINTA 6. LOAD JETTISON - NOT P	ISING NOT USED - PILOT - PILOT IN COMM/ INED - PILOT IN (IN COMMAND AND COMMAND	N COMMAND	
Probable Cause	n Safety Board de	termines that	the Probable Cause(s) of this acci	ident

The National Transportation is/are finding(s) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2,3,6

2. -

Basic Information		Airparaft Damaga			Tradium	ine	
Type Operating Certificate-NONE (GENERA		SUBSTANTIAL		Fatal	Injur Serious		None
Type of Operation -PERSONAL		Fire	Crew				1
Type of Operation -PERSONAL Flight Conducted Under -14 CFR 91		ON GROUND	Pass	õ	0 0	ŏ	1
Accident Occurred During -LANDING							. •
Aircraft Information							
Make/Model - CESSNA 152	Eng Make/Mod	del - LYCOMING O-	235-L2C				
Landing Gear - TRICYCLE-FIXED	Number Engin				tall Warnir	ng System	m - YES
Max Gross Wt - 1670		- RECIPROCATI	NG-CARBURE	TOR			
No. of Seats - 2	Rated Power	- 110 HP					
Environment/Operations Information							
Weather Data	Itinerary			Airport F	-		
Wx Briefing - FSS	Last Departu			ON AIRF	PORT		
Method - TELEPHONE		C/INC					
Completeness - WEATHER NOT PERTINENT				Airport Da			
Basic Weather - VMC	LOCAL			GRAY A			
Wind Dir/Speed- 350/004 KTS						33	
Visibility - 7.0 SM	ATC/Airspace				Lth/Wid -		
Lowest Sky/Clouds - CLEAR	Type of Fligh	nt Plan - VFR			Surface -		T
	Type of Clear			Runway	Status -	DRY	
Obstructions to Vision- NONE	Type Apch/Lnd	dg - TRAFFIC					
Precipitation - NONE		FULL ST	OP				
Condition of Light - DAYLIGHT							
Personnel Information							- //
Pilot-In-Command	Age - 27	Medical	Certificat	e - VALID	MEDICAL-NO	WAIVER	S/LIMII
Certificate(s)/Rating(s)	Biennial Flight Rev	/iew	Fligh	t Time (Ho	ours)		
PRIVATE, COMMERCIAL	Current	- YES Tota	-	368	Last 24		
SE LAND	Months Since	- 1 Make - C-152 Inst	/Model-	24	Last 30		
HELICOPTER	Aircraft Type	- C-152 Inst	rument-	154	Last 90		
		Mult	i-Eng - UN	K/NK	ROTOPCP	aft -	345
Instrument Rating(s) - HELICOPTER							

THE PILOT HAD JUST RECEIVED HIS FIXED WING RATING. THE PILOT STATED THAT HE MADE A HARD LANDING. THE AIRCRAFT THEN BEGAN TO PORPOISE. ON THE THIRD BOUNCE THE NOSEGEAR FAILED AND THE AIRCRAFT DEPARTED THE RUNWAY. AS THE AIRCRAFT CAME TO REST A SMALL FIRE OCCURRED IN THE ENGINE COMPARTMENT. THE FIRE WAS EXTINGUISHED BY THE FIRE DEPARTMENT.

File No 43	39 7/29/88	FT. LEWIS,WA	A/C Reg. No. N24995	Time (Lcl) - 1150 PDT
Occurrence #1 Phase of Operation	HARD LANDING LANDING - FLARE/	OUCHDOWN		
Finding(s) 1. FLARE - IMPROPER 2. LACK OF TOTA		ND /PE OF AIRCRAFT - PILO	T IN COMMAND	
Occurrence #2 Phase of Operation		SED		
Finding(s)	UNCED LANDING - IN	IPROPER - PILOT IN COM	MAND	

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

Type Operating Certificate-NONE (GENERA		raft Damage		Injur	ies	
		TROYED	Fatal			None
Type of Operation -PERSONAL	Fire			0	0	1
Flight Conducted Under -14 CFR 91	0N	GROUND Pas	s O	0	0	1
Accident Occurred During -LANDING						
Aircraft Information						
Make/Model - CESSNA 182		CONTINENTAL D-470-R		Installed/A		
Landing Gear - TRICYCLE-FIXED	Number Engines -			Stall Warnin	g System	- YES
Max Gross Wt - 2800	3 ,	RECIPROCATING-CARBU	RETOR			
No. of Seats - 4	Rated Power -	230 HP				
Environment/Operations Information						
Weather Data	Itinerary			Proximity		
Wx Briefing - NO RECORD OF BRIEFING			ON AI	RSTRIP		
Method - N/A	COEUR D'ALENE,I	D		_ ·		
Completeness - N/A	Destination		Airport			
Basic Weather - VMC	VERADALE, WA			EADOWS		
Wind Dir/Speed- 230/008 KTS					18	105
Visibility - 30.0 SM Lowest Sky/Clouds - CLEAR	ATC/Airspace Type of Flight Pl			y Lth/Wid - y Surface -	3500/	
Lowest Ceiling - NONE	Type of Flight Fi Type of Clearance				DRY	
Obstructions to Vision- NONE	Type Apch/Lndg		Kanwa	y Status	DRT	
Precipitation - NONE	i ype xpen, integ	I GEE OID.				
Condition of Light - DAYLIGHT			2			
Personnel Information						
Pilot-In-Command	Age - 45	Medical Certific	ate - VALI	D MEDICAL-NO	WAIVERS/	/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review		ght Time (Hours)		
COMMERCIAL	Current - YES			Last 24		2
SE LAND	Months Since - 11	Make/Model- 82 Instrument-	35	Last 30		2
HELICOPTER	Aircraft Type - C-1	82 Instrument-	650		•	17
		Multi-Eng -	80	Rotorcr	aft -	3000
Instrument Rating(s) - AIRPLANE,HE	LICOPTER					
Narrative						
PILOT STATED A HIGH SINK RATE DEVELOPED O	N FINAL APPRUACH WHICH H OF GRASS STRIP. DURING				NUEU	

12

File No 5	12 8/07/88	VERADALE, WA	A/C Reg. No. N71035	Time (Lc1) - 1137 PDT
Occurrence #1 Phase of Operation	HARD LANDING LANDING			
Finding(s) 1. FLARE - MISJUDG	ED - PILOT IN COMM	AND		
Occurrence #2 Phase of Operation	FIRE LANDING - ROLL			
Finding(s) 2. FUSELAGE,CABIN 3. AIPPORT FIRE/DE		MENT - UNAVAILABLE		

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

				Iniur	ies	
			Fatal			None
		Crew	0	0	0	1
						0
Eng Make/Mode	1 - CONTINENTA	L A-65-8	FIT T	nstalled/A	ctivated	- NO -N/A
Number Engine	s - 1		St			
Engine Type	- RECIPROCAT	ING-CARBURET			g 0,000	
	- 65 HP					
Itinerary						
			OFF AIR	PORT/STRIP		
),WA					
		Α	•			
SAME AS ACC	INC				NI / A	
ATC/Airspace						
Type of Flight	Plan - NONE					RF
Type of Cleara	ince - NONF					
Type Apch/Lndg	- TRAFFI	C PATTERN	····· ,			
	FORCED	LANDING				
						_
Age - 26	Medical				IVERS/LIM	IT
Biennial Flight Revi	ew VFC Tet	Flight	lime (Ho	urs)	11	
Months Since		al - ·	4		Hrs -	
Aincraft Type -	INK/ND The	trument. UNK	4 /ND	Last 30	Days- UN	10
All clart Type -		ti-Eng - UNK		Potorcr	aft - UN	
	Mar	"		KO COT CI		
	Eng Make/Mode Number Engine Engine Type Rated Power Itinerary Last Departure PORT ORCHARD Destination SAME AS ACC/ ATC/Airspace Type of Flight Type of Cleara Type Apch/Lndg Age - 26 Biennial Flight Revi Current - Months Since -	SUBSTANTIAL Fire NONE Eng Make/Model - CONTINENTA Number Engines - 1 Engine Type - RECIPROCAT Rated Power - 65 HP Itinerary Last Departure Point PORT ORCHARD,WA Destination SAME AS ACC/INC ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type of Clearance - NONE Type Apch/Lndg - TRAFFI FORCED Age - 26 Medical Biennial Flight Review Current - YES Tot Months Since - 8 Mak	SUBSTANTIAL Fire Crew NONE Pass Eng Make/Model - CONTINENTAL A-65-8 Number Engines - 1 Engine Type - RECIPROCATING-CARBURET Rated Power - 65 HP Itinerary Last Departure Point PORT ORCHARD,WA Destination A SAME AS ACC/INC ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - TRAFFIC PATTERN FORCED LANDING Age - 26 Medical Certificate Biennial Flight Review Flight Current - YES Total Make/Model-	SUBSTANTIAL Fatal Fire Crew 0 NONE Pass 0 Eng Make/Model - CONTINENTAL A-65-8 ELT I Number Engines - 1 St Engine Type - RECIPROCATING-CARBURETOR Rated Power - Airport P Last Departure Point OFF AIR PORT ORCHARD, WA Destination Airport Da SAME AS ACC/INC BREMERT Runway Type of Flight Plan - NONE Runway Type of Clearance - NONE Runway Type Apch/Lndg - TRAFFIC PATTERN FORCED LANDING Flight Time (Ho Current - YES Total - 116 Months Since - 8 Make/Model - 4	SUBSTANTIAL Fatal Serious Fire Crew 0 0 NONE Pass 0 0 Eng Make/Model - CONTINENTAL A-65-8 ELT Installed/A Number Engines - 1 Stall Warnin Engine Type - RECIPROCATING-CARBURETOR Rated Power - 65 HP Itinerary Airport Proximity Last Departure Point OFF AIRPORT/STRIP PORT ORCHARD, WA Destination ATC/Airspace Runway Ident Type of Clearance NONE Type of Clearance NONE Type Apch/Lndg - TRAFFIC PATTERN FORCED LANDING Age - Age - 26 Medical Certificate - VALID MEDICAL-WA Biennial Flight Review Flight Time (Hours) Current - YES Total - Months Since - 8 Make/Model-	SUBSTANTIAL Fatal Serious Minor Fire Crew 0 0 0 NONE Pass 0 0 0 Eng Make/Model - CONTINENTAL A-65-8 ELT Installed/Activated Number Engines - 1 Stall Warning System Engine Type - RECIPROCATING-CARBURETOR Rated Power - 65 HP Itinerary Airport Proximity Last Departure Point OFF AIRPORT/STRIP PORT ORCHARD, WA Destination Airport Data BREMERTON NAT'L Runway Ident - N/A ATC/Airspace Runway Ident - N/A Type of Flight Plan - NONE Runway Surface - GRASS/TU Type of Clearance - NONE Runway Status - HIGH VEG Type Apch/Lndg - TRAFFIC PATTERN FORCED LANDING Age - 26 Medical Certificate - VALID MEDICAL-WAIVERS/LIM Biennial Flight Review Flight Time (Hours) - Current - YES Total - 116 Last 24 Hrs - Months Since - 8 Make/Model - 4

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File No 5	94 8/27/88	BREMERTON, WA	A/C Reg. No. N2936	Time (Lcl) - 1835 PDT
Occurrence #1	LOSS OF ENGINE	POWER(TOTAL) - NON-ME	CHANICAL	
hase of Operation		PATTERN - DOWNWIND		
1. FLUID, FUEL - EX				
		- INADEQUATE - PILOT	IN CUMMAND	
	AL EXPERIÈNCE - P	TYPE OF AIRCRAFT - PI	OT THE COMMAND	
4. LACK OF 101	AL EXPERIENCE IN	TIFE OF AIRCRAFT - FI		
)ccurrence #2	FORCED LANDING	·		
Phase of Operation	DESCENT - EMERG	ENCY		
)ccurrence #3	NOSE OVER			
phase of Operation	· · · · · · · · · · · · · · · · · · ·			
inding(s)				
5. TERRAIN CONDITI	DN - SOFT			
Probable Cause	 .			•
· · · · · · · · · · · ·			he Drebeble Course(a) of this cost	

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5

File No 472 1/23/88 BAR	A/C Reg. No. N7377V Time (Lc1) -			- 1400 CST			
Basic Information Type Operating Certificate-NONE (GENE	RAL AVIATION)	Aircraft Dama SUBSTANTIAL	ge	Fatal	Injur Serious	ies Mino	r None
Type of Operation -PERSONAL		Fire	Crew		0	0	
Flight Conducted Under -14 CFR 91		NONE	Pass	-	0	0	
Accident Occurred During -LANDING		NONE	1455		Ū	0	2
-Aircraft Information							
Make/Model - BELLANCA 17-30		dodel - CONTINEN	TAL IO-520		Installed/A		
Landing Gear - TRICYCLE-RETRACTABLE	Number Eng			S	tall Warnir	ng Syste	∋m - YES
Max Gross Wt - 3000		De - RECIP-FU					
No. of Seats - 4	Rated Powe	er - 300 H	P 				
Environment/Operations Information Weather Data	T 4 5 5 4 5 4 5 4 5 4 5 4 5 5 5 5 5 5 5 5 5 5				D		
Wx Briefing - PATWAS	Itinerary Last Depart	tuno Doint		ON AIR	Proximity		
Method - TELEPHONE	RICE LAKE			UN AIR	PURI		
Completeness - PARTIAL,LMTD BY PIL		•		Airport D	ata		
Basic Weather - VMC	SAME AS A				MUNICIPAL		
	•••••					.27	
Wind Dir/Speed- 005/006 KTS Visibility - 5.0 SM Lowest Sky/Clouds - N/A	ATC/Airspace				Lth/Wid -		-UNK/NR
	Type of Fli	ight Plan - NONE		Runway	Surface -	GRASS,	TURF
Lowest Ceiling - 6000 FT BRO	DKEN Type of Cle	earance - NONE		Runway	Status -	SNOW	- COMPACTE
Obstructions to Vision- NONE		_ndg - TRAF					
Precipitation - SNOW SHOWER		FULL	STOP				
Condition of Light - DAYLIGHT							
Personnel Information	1	nd1 • -		1 - 1/AL TO	MEDION	THERE (
Pilot-In-Command	Age - 49 Rispaire Linest	Medic	al Certifica			TAFK2/	-IMII
Certificate(s)/Rating(s) PRIVATE	Biennial Flight R Current			ht Time (H 3900	•	Une	
SE LAND			ulai - ako/Modol-	3900			
JL LAND	Aircraft Type	-20 M	nstrument-	ó	Last 90	Dave-	
				U		Juya	0
Instrument Rating(s) - NONE							

THE PILOT MISJUDGED ALTITUDE AND DISTANCE AND TOUCHED DOWN SHORT OF THE RUNWAY AND STRUCK A SNOWBANK. PAX STATED THAT THE PILOT CUT PWR ABOUT 200 FT FROM THE RUNWAY; THE AIRCRAFT BEGAN TO SINK FAST. THE PILOT APPLIED POWER TOO LATE TO PREVENT THE UNDERSHOOT. NO MECHANICAL DIFFICULTIES WERE REPORTED.

File No 472	1/23/88 BARRON,WI	A/C Reg. No. N7377V	Time (Lc1) - 1400 CST
Occurrence #1 UNDI Phase of Operation APPI	ERSHOOT ROACH - VFR PATTERN - FINAL APPROA	сн	
Occurrence #2 IN F Phase of Operation LANE	FLIGHT COLLISION WITH TERRAIN/WATE DING - FLARE/TOUCHDOWN	R	• · · ·
Finding(s) 5. TERRAIN CONDITION - S		· · · · · · · · · · · · · · · · · · ·	
Probable Cause			
The National Transportatio	on Safety Board determines that th	e Probable Cause(s) of this accide	ent

is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

File No 473 5/21/8	8 LA CROSSE,WI	A/C Reg. No. N9686	5S -	Time (Lc1) - 18	307 CDT
Basic Information Type Operating Certificate-NO		Aircraft Damage SUBSTANTIAL	Fatal		linor None
Type of Operation -IN Flight Conducted Under -14 Accident Occurred During -DE		Fire NONE	Crew O Pass O	. O O	2 0 0 0
Aircraft Information Make/Model - CHAMPION 7GCB Landing Gear - TAILWHEEL-ALL Max Gross Wt - 1650 No. of Seats - 2		RECIPROCATING-C	9		ivated - YES/NO System - UNK/NR
Environment/Operations Informat Weather Data Wx Briefing - NO RECORD O Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 130/008 KTS Visibility - 10.0 SM Lowest Sky/Clouds - 250 Lowest Ceiling - NGN Obstructions to Vision- NON Precipitation - NON Condition of Light - DAY	Itinerary F BRIEFING Last Departu LA CROSSE, Destination SAME AS AC ATC/Airspace OO FT THIN OVC Type of Flig E Type of Clea E Type Apch/Lr E	WI CC/INC ght Plan - NONE arance - NONE	OFF A Airport I HOLLAI Runway Runway Runway Runway	Proximity IRPORT/STRIP Data ND AIRPARK y Ident - 18 y Lth/Wid - 3 y Surface - DI y Status - DR	3100/ 50 IRT
Personnel Information Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Current	eview - UNK/NR Total - UNK/NR Make/Moc - UNK/NR Instrume	tificate - VALII Flight Time (H - 930 del- 35 ent- 81 ng - 28	Hours) Last 24 Hr	rs - 8 Ays- UNK/NR
Instrument Rating(s) - A	IRPLANE				
APPROXIMATELY TWO MINUTES AFTER TAK FORCED TO MAKE AN EMERGENCY LANDING TURN TOWARDS AN OPEN FIELD. HOWEVER 90 DEGREE TURN. THIS PLACED THE AIR CLEAR THE TREES AND AVOID THE POWER DISCLOSED NO MALFUNCTIONS OR FAILUR AUTO GAS. ACCORDING TO THE FAA THE	. THE FLIGHT INSTRUCTOR TOOK , THE INSTRUCTOR DECIDED THE CRAFT IN LINE WITH POWER LINE LINES, STALLED THE AIRCRAFT ES. THE ENG WAS SATISFACTORAL	CONTROL OF THE AIRCRA FIELD WAS UNSUITABLE S AND A ROW OF TREES. AND COLLIDED WITH THE LY RUN AFTER THE ACCI	AFT AND COMPLET FOR LANDING AND THE INSTRUCTOR GROUND. THE E	ED A 90 DEGREE D EXECUTED ANOT R, IN TRYING TO NGINE EXAM	THER

Brief of Accident (Continued)				
File No 4	73 5/21/88 LA CROSSE,WI	A/C Reg. No. N9686S	Time (Lcl) - 1807 CDT	
Occurrence #1 Phase of Operation	LOSS OF ENGINE POWER(TOTAL) - NON-MECHANIC Takeoff - INITIAL CLIMB	AL		
Finding(s) 1. POWERPLANT - DI 2. FLUID,FUEL - ST				
Occurrence #2 Phase of Operation	DECOENT EMEROFICIA			
Occurrence #3 Phase of Operation	LOSS OF CONTROL - IN FLIGHT DESCENT - EMERGENCY			
4. STALL/SPIN - INA 5. TERRAIN CONDITIO	DN - WIRE TRANSMISSION	~	· · · · · · · · · · · · · · · · · · ·	
	IN FLIGHT COLLISION WITH TERRAIN/WATER			
Probable Cause	n,			
The National Transportion Transportion Transportion Transportion Transport Transport	rtation Safety Board determines that the Pro 2,3,4	bable Cause(s) of this accid	ent	

Factor(s) relating to this accident is/are finding(s) 5,6

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